"America's only weekly motorcycle newspaper"

CYCLE NEWS

WEST

Volume XVII : Number 7 : February 27, 1980

75c

Can you use these tools?

Test your nuts-and-bolts know-how on page 24

BELL BLASTS COMPETITION TO KINGDOME COME.

FOR THOSE WHO COMPETED AT THE KINGDOME SUPERCROSS OPENER IN SEATTLE, THE PICTURE AT RIGHT SHOULD BE A REVELATION. IT'S MIKE BELL FROM THE FRONT.

MIKE SCORED A REMARKABLE DOUBLE WIN IN THE KINGDOME AND SPENT MOST OF THE WEEKEND SHOWING HIS BACK TO THE COMPETITION.

YAMAHA RAISES THE ROOF.

IN SATURDAY'S DECADE-OPENING SUPERCROSS, TEAM YAMAHA BLEW THE ROOF OFF THE KINGDOME, SWEEPING THE FIRST THREE PLACES.

BELL ROCKETED PAST THE LEADER ON LAP ONE OF HIS HEAT RACE AND NEVER LOOKED BACK. IN THE FINAL, MIGHTY MIKE WAITED UNTIL LAP FIVE TO CAPTURE THE LEAD AND START PULLING AWAY.

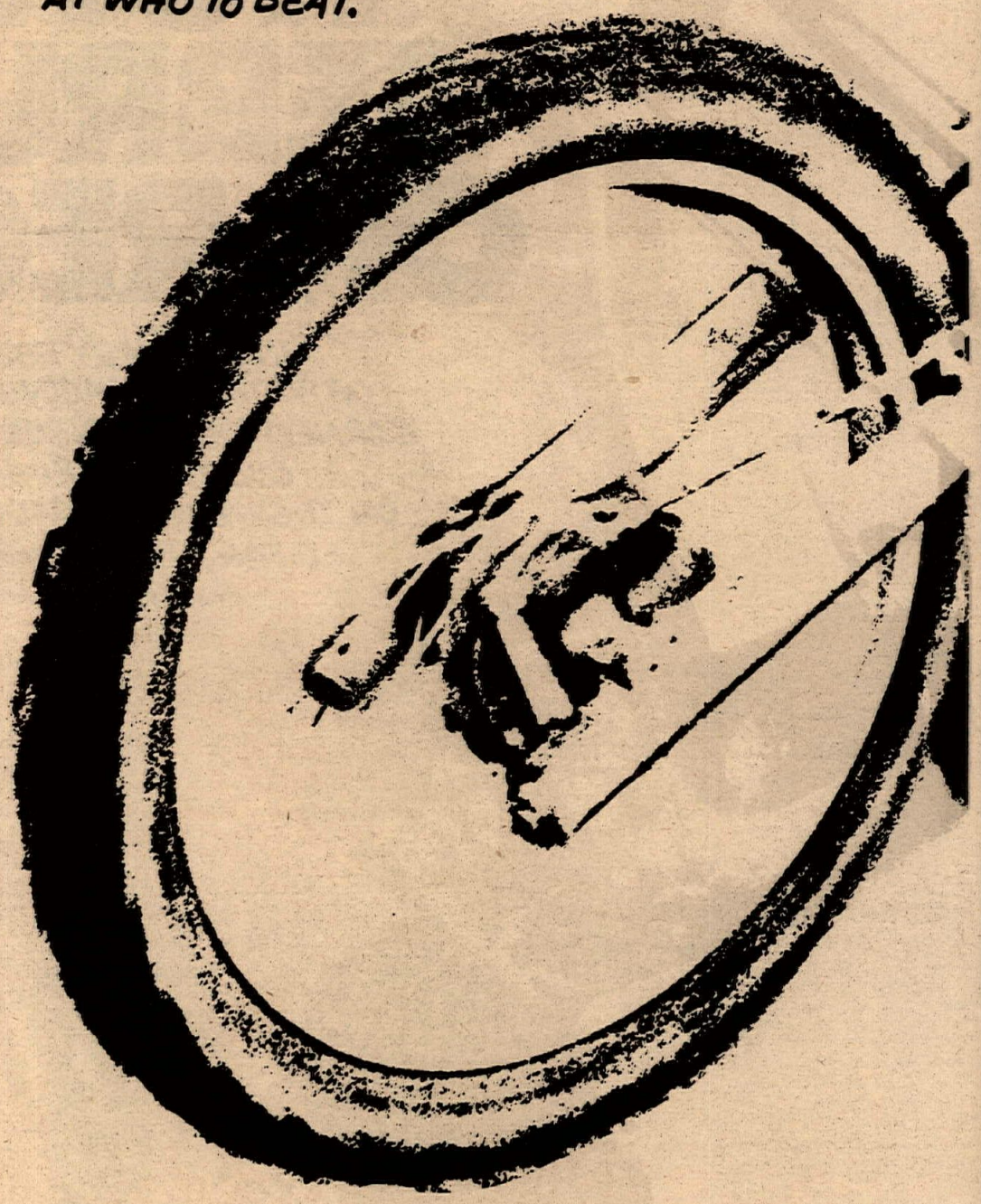
CHASING HIM HOME WERE TEAMMATES BROC GLOVER AND MARTY TRIPES, MAKING IT AN ALL-MONOSHOCKER FINISH.

LONELINESS OF THE LONG-DISTANCE RIDER.

SUNDAY, THE COMPETITION HARDLY KNEW WHAT HIT THEM.

MIKE RAN AWAY WITH HIS HEAT RACE AND THEN LED THE MAIN EVENT FROM WIRE-TO-WIRE. "IT WAS HARD LEADING FOR SO LONG," BELL EXPLAINED. "IT SEEMED LIKE IT TOOK FOREVER."

MIKE IS HOPING THE COMPETITION CAN MAKE THE REST OF THE SEASON A LITTLE MORE INTERESTING FOR HIM. AND MAYBE THEY WILL, NOW THAT THEY'VE HAD A GOOD LOOK AT WHO TO BEAT.



YAMAHA RIDERS GO CRAZY IN DESERT SUN.

YZ MONOSHOCKERS WERE FLYING OVER THE CALIFORNIA/ARIZONA DESERT LIKE A YELLOW-AND-BLACK SANDSTORM DURING THE SCORE INTERNATIONAL PARKER 400. YAMAHA RIDERS WENT BERSERK, WINNING THE OPEN, 250 AND 125 CLASSES, PLUS THE OVERALL VICTORY.

BEAT THE CLOCK.

TO CAPTURE THE OPEN CLASS AND THE OVERALL TROPHY, THE YAMAHA TEAM OF CHUCK MILLER AND BRUCE OGILVIE HAD TO TURN IN THE DAY'S FASTEST TIME OVER THE GRUELING 300-MILE COURSE.

TAKING TURNS ON THEIR YZ465, THEY VIRTUALLY TURNED THE DESERT INTO AN INTERSTATE HIGHWAY. MILLER AND OGILVIE COVERED THE CIRCUIT IN FIVE HOURS, NINE MINUTES—AN AVERAGE SPEED OF JUST UNDER 60 MILES PER HOUR.

JIM "THE ANIMAL" FISHBACK TEAMED WITH BOB RUTTEN ABOARD A YZ250 TO BURN THE COMPETITION IN THAT CLASS. AND IN THE 125 CLASS, BOB MAXWELL AND RANDY COULTER LAID THE FASTEST TRACKS ACROSS THE BURNING SANDS.

CRASH AND SWELTER.

IN SOME WAYS, THE MOST IMPRESSIVE FINISH WAS BY HEAVILY FAVORED FACTORY RIDERS LARRY ROESELER AND JACK JOHNSON. FIRST, JOHNSON RODE 25 MILES WITH A FLAT TIRE BEFORE IT COULD BE FIXED. THEN HE CRASHED.

DELIRIOUS FROM HEAT OR DYING TO GET OUT OF IT, JOHNSON RODE 120 PAINFUL MILES WITH AN INJURED KNEE TO REACH THE NEXT CHECKPOINT. ROESELER THEN TOOK OVER AND, RIDING LIKE A MADMAN, MADE UP ENOUGH TIME TO BRING THE TEAM IN SIXTH.

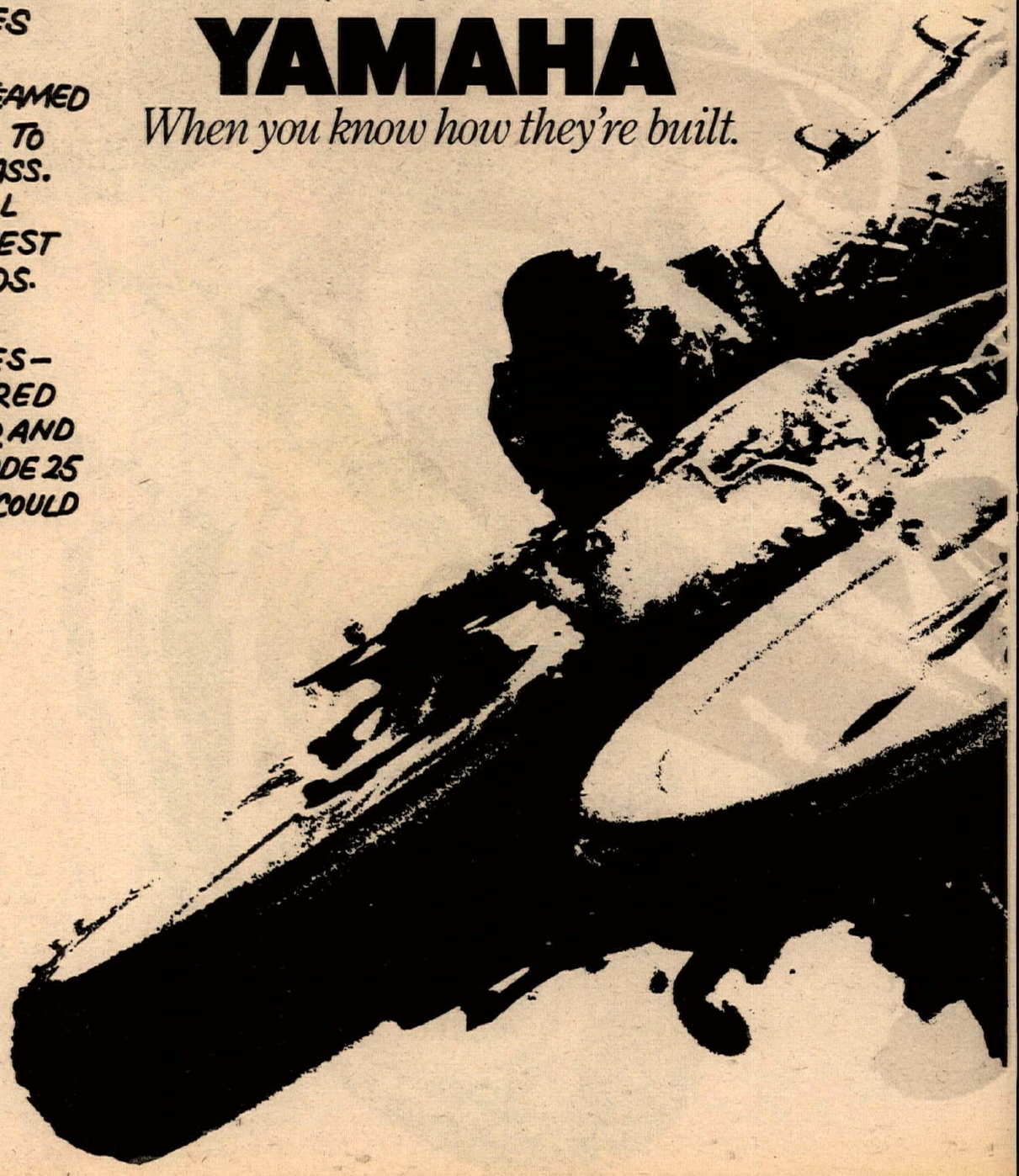
FIRST BIG SCORE.

THREE OUT OF THREE IS A PRETTY FAST START FOR TEAM YAMAHA'S FIRST SERIOUS ATTEMPT AT SCORE ENDURO RACING.

BUT IT SHOULDN'T SURPRISE THE COMPETITION TOO MUCH, CONSIDERING HOW YAMAHA RIDERS HAVE DOMINATED ROAD RACING, MOTOCROSS AND SUPERCROSS. IT JUST PROVES THERE'S NOTHING NEW UNDER THE SUN.

YAMAHA

When you know how they're built.



WHO SAYS PRACTICE MAKES PERFECT?

FOR THE PAST TWO YEARS KENNY ROBERTS HAS BEEN TOO BUSY WINNING THE WORLD ROAD RACING CHAMPIONSHIP TO PRACTICE TT DIRT TRACK RACING. SO, JUST BEFORE THE YAMAHA GOLD CUP SERIES IN HOUSTON, HE THOUGHT IT MIGHT BE PRUDENT TO TAKE HIS MERT LAWWILL-PREPARED YAMAHA TT500 FOR A PRACTICE SPIN.

TWO HOURS. THAT WAS ALL THE PRACTICE KING KENNY NEEDED.

ROBERTS BLEW HIS HEAT—RACE COMPETITION RIGHT OUT OF THE ASTRODOME, LEADING WIRE-TO-WIRE, AND THEN WON THE MAIN EVENT IN TYPICAL COME-FROM-BEHIND FASHION.

THE LONG AND SHORT OF IT.

AFTER HIS AMAZING WIN IN THE LONGER QUARTER-MILE RACE, KENNY CAME BACK SATURDAY TO PLACE THIRD IN THE SHORT TRACK NATIONAL BEHIND WINNER RONNIE JONES.

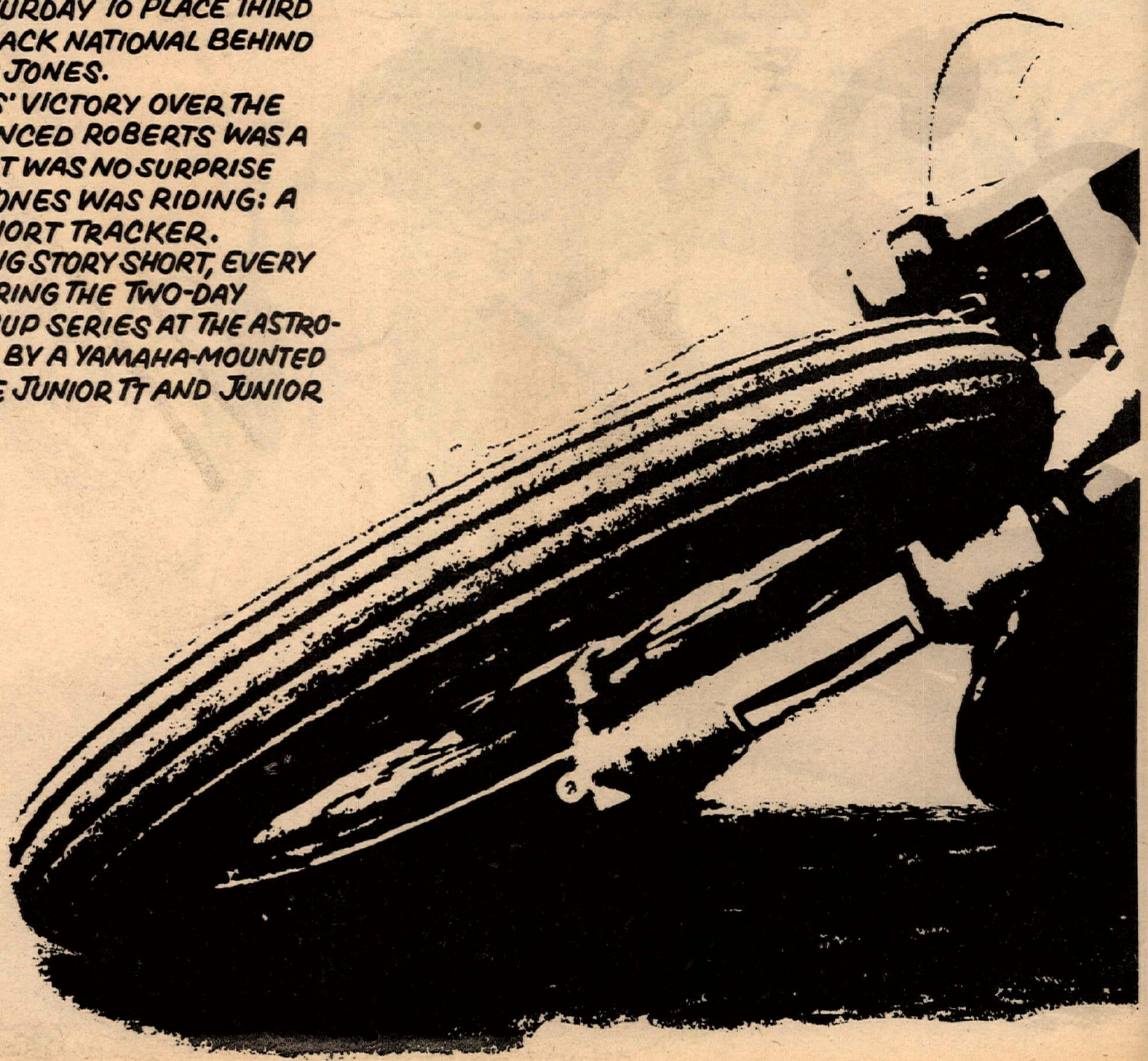
YOUNG JONES' VICTORY OVER THE MORE EXPERIENCED ROBERTS WAS A SURPRISE. BUT IT WAS NO SURPRISE TO SEE WHAT JONES WAS RIDING: A YAMAHA 250 SHORT TRACKER.

TO MAKE A LONG STORY SHORT, EVERY FINAL EVENT DURING THE TWO-DAY YAMAHA GOLD CUP SERIES AT THE ASTRODOME WAS WON BY A YAMAHA-MOUNTED RIDER. BOTH THE JUNIOR TT AND JUNIOR SHORT TRACK EVENTS WERE CAPTURED BY YAMAHA'S RISING NEW STAR, JIM FILICE. WHILE RICK HOCKING AND STEVE EKLUND WON THE TT AND SHORT TRACK TROPHY RACES.

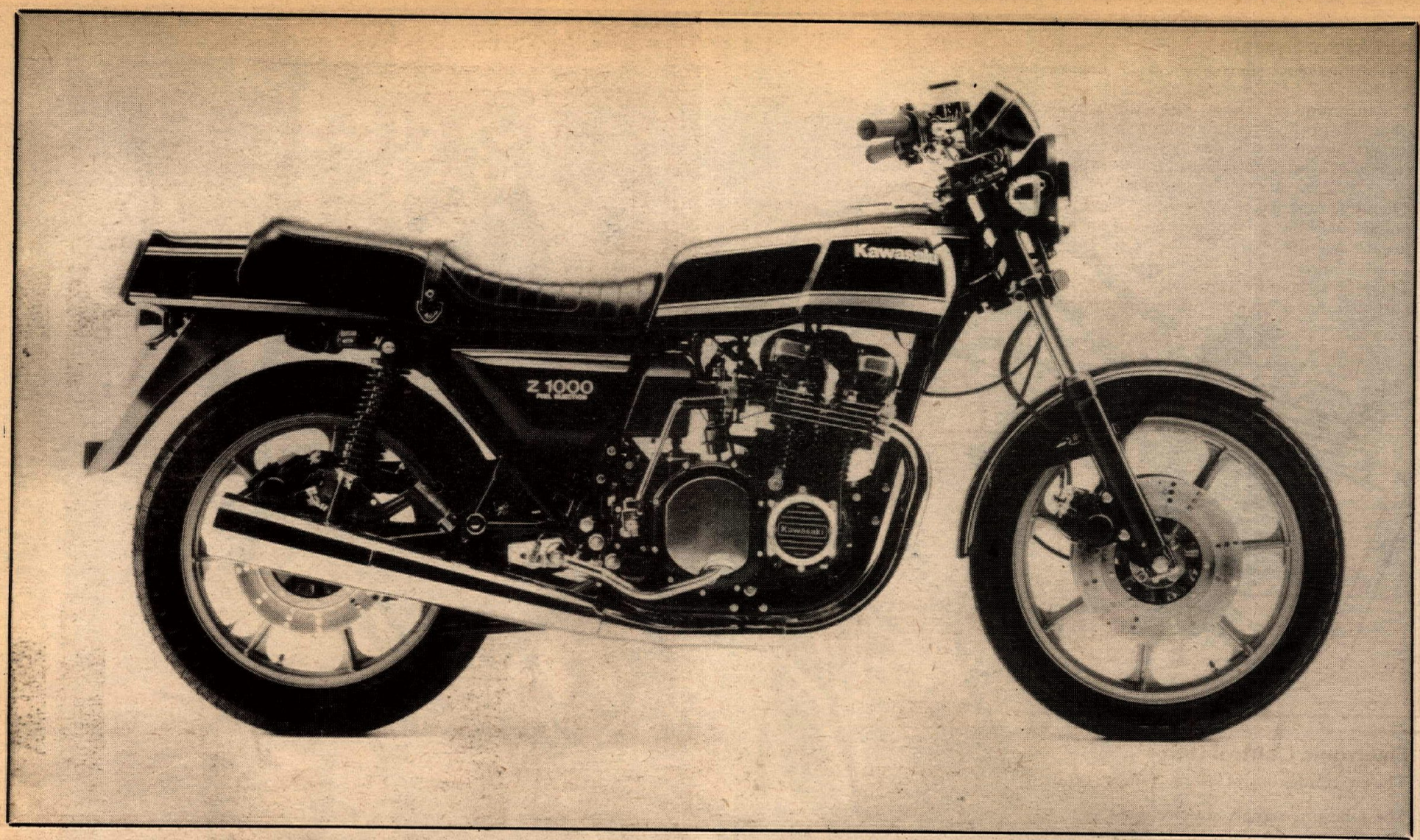
THE KING ABDICATES.

THE TT VICTORY MARKED THE 28TH NATIONAL CHAMPIONSHIP CIRCUIT WIN FOR KING KENNY. THAT TIES HIM WITH BART MARKEL AS THE ALL-TIME AMA NATIONAL WINNER—A RECORD KENNY'S SURE TO BREAK.

BUT NEXT MONTH, ROBERTS RETURNS TO HIS FIRST LOVE—ROAD RACING. WE DOUBT IF THE COMPETITION WILL BE SORRY TO SEE HIM GO. AND THEY CERTAINLY WON'T MISS ONE LESS YAMAHA.



YAMAHA
GOODYEAR
LECTROK
GOODYEAR



Kawasaki Electronic Fuel Injection System (KEFI)

Here's the lowdown on Kawasaki's new fuel injection system which makes its debut on the 1980 Z1000-H. The system uses a mini-computer (mounted in the tail) to monitor engine revs, throttle setting, engine head and air temperature, fuel and air flow, and start signals. Inlet manifolds are marked 'Mikuni' but we understand that Kawasaki's R&D subsidiary developed the system with some sort of cooperation with the Bosch company of West Germany. The information below was taken from Inside Kawasaki, *Kawasaki Technical Publications Department offering.*

The Kawasaki Electronic Fuel Injection (KEFI) System takes the place of conventional carburetors, and provides an electronically controlled fuel/air mixture to the engine. The system operates on the principle of continuous direct air flow measurement to determine the correct fuel/air mixture.

Sensors in the KEFI System continually monitor engine speed and temperature, and intake air flow and temperature. This information is sent to the electronic control unit, which processes these signals and determines the fuel requirements of the engine.

The control unit then generates an electric signal which is sent to the fuel injection valves. The electro-magnetic injection valves open and inject the exact amount of fuel needed in front of the intake valves. The injection valve nozzles are designed to deliver a finely atomized fuel charge, which promotes even and complete combustion.

KEFI components

The KEFI System consists of the following basic components:

- air intake system
- fuel delivery system
- electronic control system

Benefits of KEFI

1. **Driveability:** The KEFI System provides superior cold start performance with virtually no throttle lag or hesitation. Accelerator pumps are not needed since the signal generated by the air flow meter precedes charging of the cylinders. The fuel/air mixture is always correct; throttle response is excellent.

2. **Better fuel economy:** The KEFI System delivers the precise amount of fuel needed over the entire engine speed range. When compared to a normally carburetted engine of the same power output, the KEFI equipped engine delivers better fuel economy.

3. **Low exhaust emissions:** Continuous maintenance of the correct fuel/air mixture over the entire engine speed and load range results in low exhaust emissions. Compared to a carburetted engine designed to meet the same emission levels, an EFI engine can be optimized for better performance, driveability, and fuel economy.

4. **Low maintenance:** The KEFI System automatically takes into account and compensates for all changes occurring during the normal service life of the engine (cylinder/piston wear, combustion chamber deposits, valve clearance changes, etc.). The system always delivers the correct fuel/air mixture.

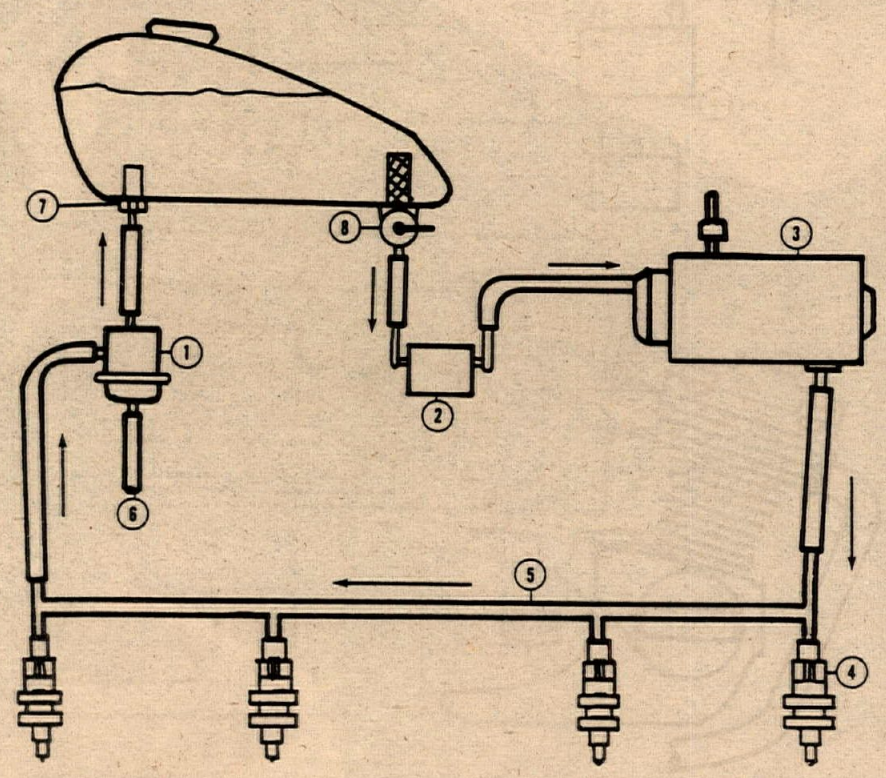
Fuel Delivery System

The fuel delivery system is shown in the following diagram.

The fuel in the tank goes through the fuel tap to the fuel filter. The fuel pump draws the filtered fuel in, and pumps it into the high pressure fuel line. The fuel is distributed to the four fuel injectors and is injected into each manifold upon receiving a signal from the electronic control unit.

The injectors are connected electrically in parallel, and inject fuel all at once. Fuel injection occurs once every 360° of crankshaft rotation, which means that the injectors inject fuel twice for each cylinder's combustion cycle. In other words, one fuel injection supplies half of the fuel required for one complete combustion cycle.

Fine atomization of the fuel charge is achieved through the design of the injector nozzle. This results in a very homogeneous fuel/air mixture which promotes even burning and more complete combustion.



1. PRESSURE REGULATOR
2. FUEL FILTER
3. FUEL PUMP
4. INJECTOR
5. FUEL DISTRIBUTING PIPE
6. VACUUM LINE TO MANIFOLD
7. CHECK VALVE
8. FUEL TAP

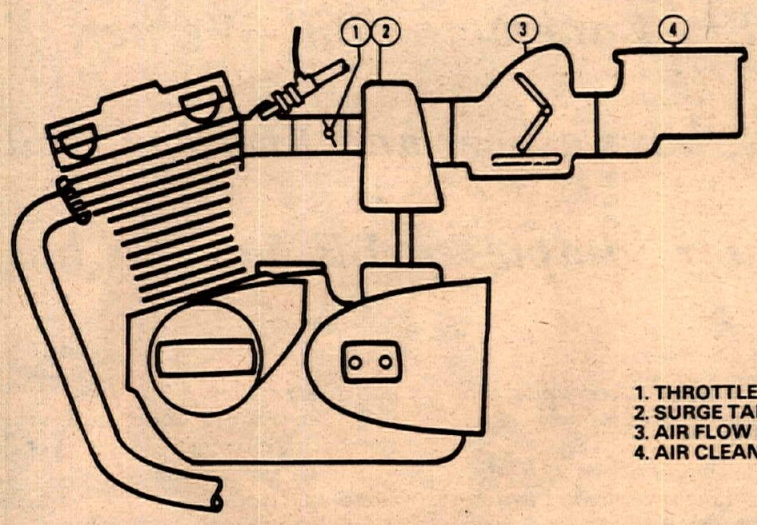
Air Intake System

The air intake system is shown in the diagram below.

The incoming air charge passes through the air cleaner to the air flow meter, where the air flow rate and temperature are measured. The air then goes to the surge tank where it is distributed to the four intake ducts. A throttle valve in each intake duct controls the air flow to each cylinder.

The surge tank has two functions. The first is to reduce the influence of air flow pulsation on the air flow meter, and the second is to distribute the incoming air to each cylinder.

There is a separate throttle valve for each cylinder, and they must be synchronized just as on a normally carburetted engine.



1. THROTTLE VALVE
2. SURGE TANK
3. AIR FLOW METER
4. AIR CLEANER

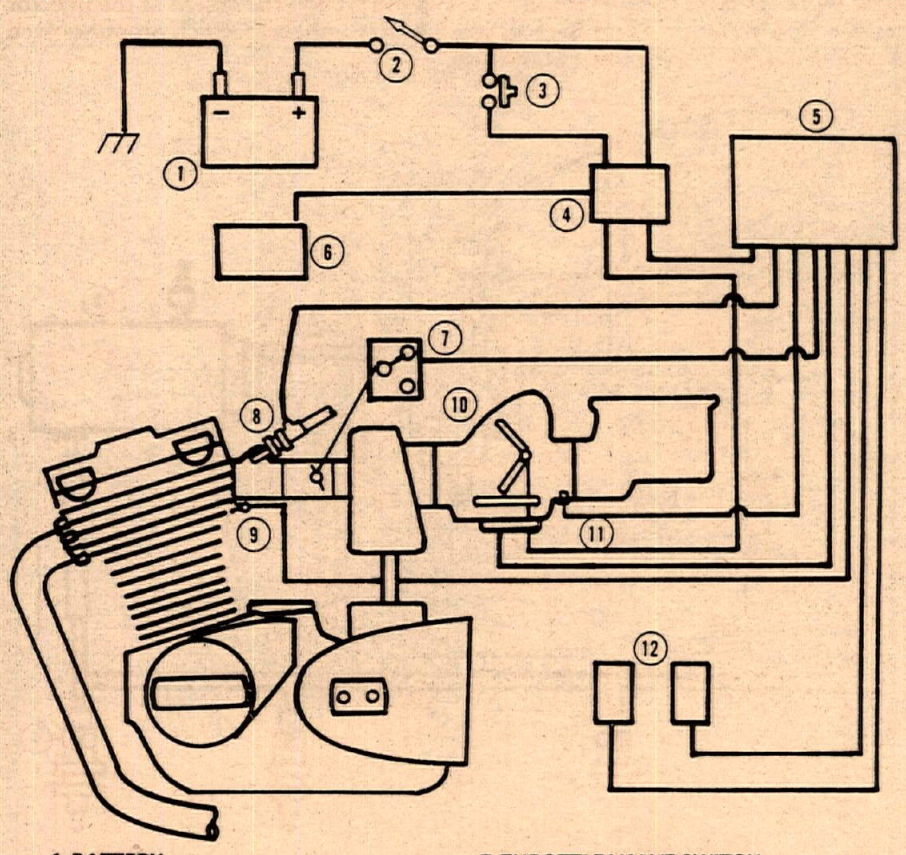
Electronic Control Unit

The electronic control system is shown below.

The following signals are electrically sent to the control unit from the various sensors:
1. Engine speed: Picked up at the ground sides of the primary windings of the ignition coils.
2. Air flow rate: Measured by the air flow meter.
3. Start signal: Picked up at the positive side of the starter relay.
4. Throttle valve: On the throttle valve shaft is a switch which signals the idle position and the full-load position of the throttle valves.
5. Engine temperature: Picked up by the engine temperature sensor on the cylinder head.
6. Air temperature: Picked up by the air temperature sensor built into the air flow meter.

The control unit receives these signals as input data and processes them in accordance with a predetermined program. The control unit then computes the duration of fuel injection required to meet the needs of the engine, and sends a signal pulse to the injectors. Each fuel injector opens its valve according to the pulses received, and the correct amount of fuel is injected into each intake manifold.

The major advantage of this "air flow sensitive" system is that the air flow is measured before it reaches the cylinders. This allows the control unit to compute the proper amount of fuel before it is needed.



1. BATTERY
2. IGNITION SWITCH
3. STARTER BUTTON
4. RELAY
5. CONTROL UNIT
6. FUEL PUMP
7. THROTTLE VALVE SWITCH
8. FUEL INJECTOR
9. ENGINE TEMPERATURE SENSOR
10. AIR FLOW METER
11. AIR TEMPERATURE SENSOR
12. IGNITION COILS

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STYLE NUMBER	PRODUCT DESCRIPTION	QUANITY ORDERED XS	S	M	L	XL	RETAIL COST
4129	CYCLE NEW VEST	•	•	•	•	•	27.95 EA
3900	CYCLE NEWS JACKET	•	•	•	•	•	33.95 EA
1000	MX CAT T-SHIRT	N/A					7.95 EA
2000	CYCLE NEWS/EAST T-SHIRT	N/A					6.95 EA
1001	CYCLE NEWS/WEST T-SHIRT	N/A					6.95 EA
1650	CYCLE NEWS JOGGERS	•	•	•	•	•	5.95 EA
8400	CYCLE NEWS HAT	Adjustable					6.95 EA
8400-G	CYCLE NEWS DELUX HAT	Adjustable					8.95 EA
1002	CYCLE NEWS PATCH	2"x4"					1.50 EA
2001	"We don't care how the light may do it in Ca." Bumper Banner	3"x12"					.50 EA
1003	"The Go West" Bumper Banner	3"x12"					.50 EA
1004	"You saw it first in Ca." Bumper Banner	3"x12"					.50 EA
1005	CYCLE NEWS RAINBOW STICKER	2"x10"					1.00 EA
1006	(SMALL) M/C NUT STICKER	4½"x4"					1.00 EA
1007	(LARGE) M/C/ NUT STICKER	6½"x6"					1.50 EA
3000	BIKER T-SHIRT	N/A					7.95 EA
3001	BIKER HALTER TOPS	One size fits all					6.95 EA
3002	BIKER HAT	Adjustable					7.95 EA
3003	BIKER DELUX HAT	Adjustable					9.95 EA
3004	BIKER RAINBOW STICKER	2"x10"					1.50 EA
							TAX
							TOTAL

Available at your CYCLE NEWS Dealer

Motorcycle nuts

By Ray Hill

If you answer all the questions correctly, join Erv Kanemoto, Bill Werner, Keith Carruthers for a beer and swap tuning secrets.

If you answer some of the questions incorrectly, have a beer and Erv, Kel, Bill and later.

If you answer all the questions wrong, call Junior Samples at BR 549. He has som wrenches for sale at a price you can't refuse.

1. A spark plug's heat range refers to:

A. The distance heat radiates from the spark into the squish area.

B. The hottest and coldest temperatures the plug's porcelain insulator can stand before it cracks.

C. The plug's ability to transfer heat.

D. The temperature at which the spark plug will no longer permit a spark to jump the gap between its electrodes.

2. In addition to its lubricating duties in a four-stroke engine, oil also serves a cooling function.

A. True.

B. False.

C. Neither of the above.

3. A cam-ground piston means that:

A. The stone used to grind the piston is cam-shaped.

B. The piston is no good.

C. The piston is slightly oval-shaped.

D. The piston is shaped like a camshaft lobe.

E. A guy named Cam made the piston.

4. A test light can be used:

A. To determine if your sweetheart really cares.

B. As a dart when things get dull in the pits.

C. To determine if current is reaching a headlight that won't burn.

D. To determine if wheel alignment is spot on.

E. To measure the exact voltage in an electrical circuit.

5. You decide to check the ignition timing on your trusty two-stroke twin. It's running okay. But a little maintenance can't hurt anything. Besides, you're out of beer and have nothing else to do.

The engine's two crankshaft throws are 180 degrees apart. When one piston is firing at about TDC (Top Dead Center), the other one is near BDC (Bottom Dead Center). The bike has a battery-and-coil ignition setup, and two sets of breaker points.

As you break out your ohmmeter and dial indicator, you suddenly realize that you know the timing specs, but you don't know which set of points belongs to which cylinder. Of the choices given below, which is the easiest way to determine which cylinder each set of breaker points belongs to?

A. Call Russ Collins and ask.

B. Remove the heads and crank the engine over by hand. When one piston is at TDC, see which set of points is open. That set of points belongs to the piston at TDC.

C. Do the above, but see which set of points is closed. That set belongs to the piston at TDC.

D. Turn the ignition switch to the run position. Make sure the kill switch is in the run position. Connect one of the spark plugs to its spark plug cable, and lay the plug against a cylinder fin so that the threads are touching the fin (or other good ground). Rotate the crankshaft slowly in the direction it turns when the engine is running. When you see a spark jump the spark plug's electrode gap, stop turning the crankshaft. Look at the points and see which set is open. The open set belongs to the cylinder of the spark plug that just fired.

E. Everything in answer C is right, except that the set of points that is closed belongs to the spark plug that just fired.

F. None of the above.

6. A buzz box is used to:

A. Locate unusual noises in a motorcycle engine.

B. Call room service.

C. Aid in checking ignition timing.

D. Determine the cause of excessive vibration in the primary drive unit.

E. Keep you awake on those long lonely rides down the interstates.

7. The purpose of a rectifier is:

A. To convert alternating current into direct current.

B. To convert direct current into alternating current.

C. To determine if current is reaching the stator.

D. To change three-phase alternating current into double-phase direct current.

E. None of the above.

8. When installing a new set of rings, a cylinder hone is used to:

A. Break the glaze on the cylinder wall so that the rings will seat properly.

B. Enlarge the bore slightly so the engine will run faster.

C. Neither of the above.

9. Of the choices given below, the best oil to use in your four-stroke scooter is:

A. Oil with an SA rating and of the viscosity recommended in your owner's manual.

B. Oil with an SE rating and of the viscosity recommended in your owner's manual.

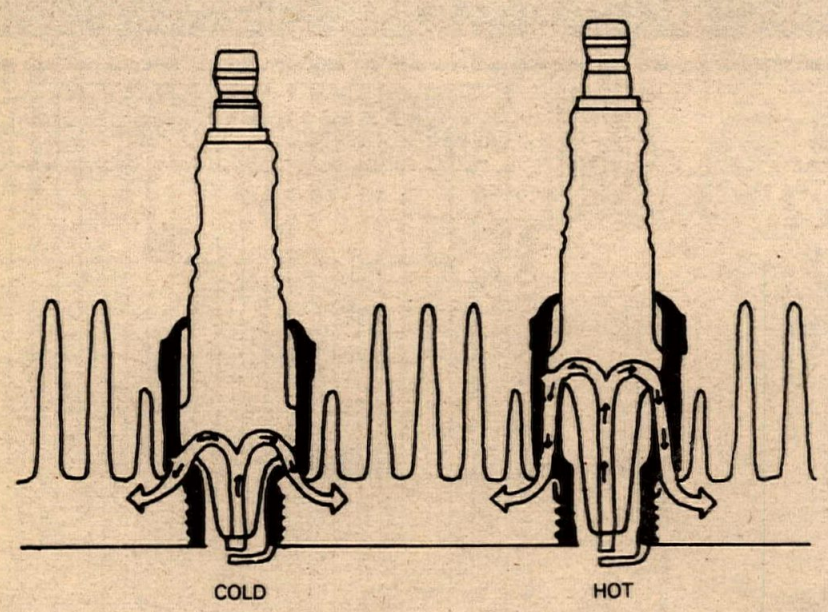
C. Oil with a PI rating and of the viscosity recommended in your owner's manual.

10. Reed Valves are opened and closed by:

A. A dashpot.

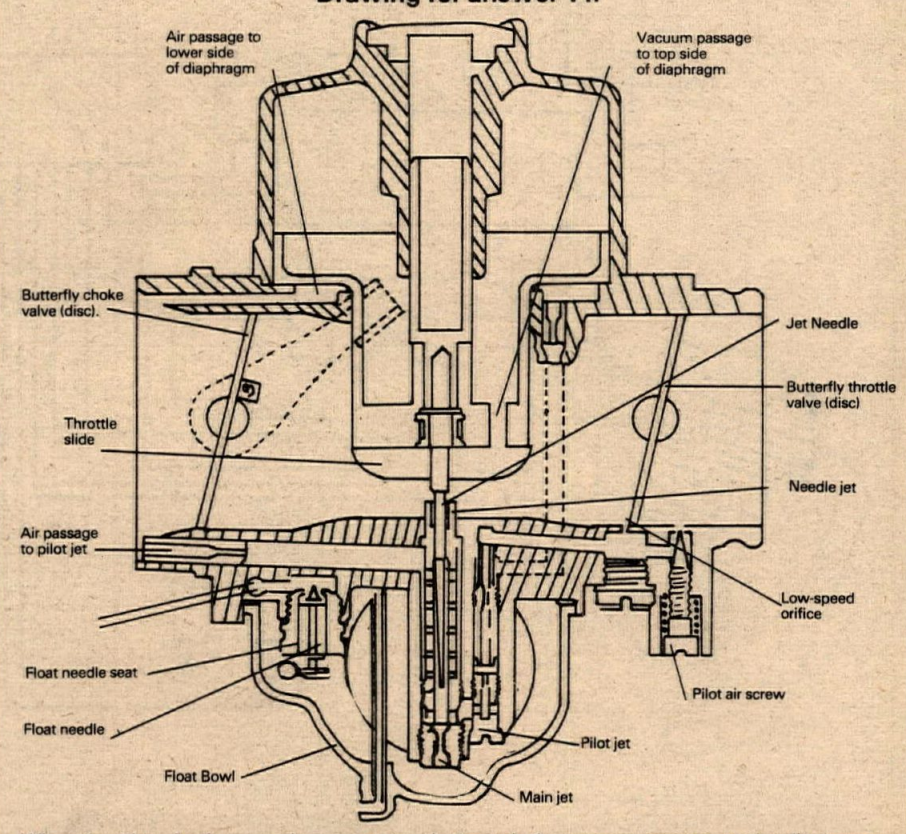
B. The crankcase.

Drawing for answer 1.



Hotter plug has longer insulator nose than colder plug.

Drawing for answer 14.



When throttle valve is opened, vacuum travels through the vacuum passage to the diaphragm above the throttle slide, causing the slide to lift. This in turn lifts the jet needle, allowing more gas to be drawn up from the float bowl.

CYCLE NEWS

Kawasaki

Events Calendar 1980

AMA/Winston Pro Series

2/8	Houston, TX/TT
2/9	Houston, TX/ST
3/9	Daytona Beach, FL/RR
4/12	Sacramento, CA/M
5/4	San Jose, CA/M
5/10	Gardena, CA/H-M
5/31	Louisville, KY/H-M
6/1	Elkhart Lake, WI/RR
6/7	Harrington, DE/H-M
6/15	Loudon, NH/RR
6/20	Hinsdale, IL/TT
6/22	Columbus, OH/H-M
6/29	Braselton, GA/RR
7/5	Topeka, KS/H-M
*7/6	Brooklyn, MI/RR
7/12	Castle Rock, WA/TT
7/13	Sears Point, CA/RR
7/19	Gardena, CA/TT
7/27	DuQuoin, IL/M
8/1	Hinsdale, IL/ST
8/3	Peoria, IL/TT
**8/3	Laguna Seca, CA/RR
8/16	Cedar Rapis, IA/H-M
8/17	Pocono, PA/RR
8/23-24	Indianapolis, IN/M
8/31	Pittsburgh, PA/H-M
9/7	Syracuse, NY/M
9/14	Tulsa, OK/H-M
9/21	San Jose, CA/M
*9/28	Riverside, CA/RR
10/5	Gardena, CA/H-M

*Pending
**Non-National

AMA National Motocross Series

3/23	Sacramento, CA/125-250
3/30	Orange, CA/125-250
4/20	Lake Whitney, TX/125-250
5/18	Southwick, MA/125-250
5/25	Mt. Morris, PA/250-500
6/1	Buchanan, MI/250-500
6/8	Atlanta, GA/250-500
6/15	Lakewood, CO/250-500
6/29	Sears Point, CA/125-500
7/6	Washougal, WA/125-500
8/24	Binghamton, NY/125-500
8/31	St. Petersburg, FL/125-500

AMA Trans-USA Motocross Series

9/21	Lexington, OH
9/28	Buchanan, MI
10/5	New Berlin, NY
10/12	Braselton, GA
10/19	Sears Point, CA

AMA Supercross Series

2/9-10	Seattle, WA
2/17	Oakland, CA
3/1	Atlanta, GA
3/8	Daytona Beach, FL
3/14-15	Houston, TX
4/26-27	Pontiac, MI
5/3-4	New Orleans, LA
5/10	Kansas City, KS
7/12-13	Los Angeles, CA
8/9-10	Philadephia, PA

World Championship Motocross Series

125cc

3/30	Netherlands
4/13	Austria
4/20	Belgium
4/27	France
5/18	Yugoslavia
6/8	West Germany
6/15	Italy
6/22	Czechoslovakia
7/6	Finland
7/27	LEXINGTON, OH
8/3	Canada
8/17	Spain

250cc

4/13	Spain
5/11	Czechoslovakia
5/18	West Germany
6/1	Belgium
6/8	Poland
6/15	Soviet Union
6/22	Great Britain
6/29	France
7/13	Netherlands
7/20	NEW BERLIN, NY
8/17	Finland
8/24	Sweden

500cc

4/13	Switzerland
4/20	Austria
5/4	France
5/11	Sweden
5/18	Finland
6/8	Italy
6/15	Netherlands
6/22	CARLSBAD, CA
6/29	Canada
7/20	West Germany
8/3	Belgium
8/10	Luxembourg

World Championship Road Race Series

3/23	Venezuela
4/27	Austria
5/11	Italy
5/18	Spain
5/25	France
6/15	Yugoslavia
6/28	Netherlands
7/6	Belgium
7/27	Finland
8/3	Sweden
8/10	Great Britain
8/17	Czechoslovakia
8/24	West Germany

World Championship Endurance Road Race Series

5/15	Assen, Holland/8 hr.
6/15	Nurburgring, W. Germany/ 8 hr.
6/22	Osterreichring, Austria/8 hr.
7/5-6	Montjuich, Spain/24 hr.
7/27	Suzuka, Japan/8 hr.
8/16-17	Spa, Belgium/24 hr.
9/7	TBA/Italy
9/13-14	Bold'Or, Paul Ricard, France/24 hr.
9/28	Brands Hatch, England/ 1000 Km.

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CYCLE N

AMA National Enduros

Western Region

2/24	150 mi. Nat'l Chaparrals MC Placentia, CA 714/528-3007
5/18	100 mi. Nat'l Lobos, Inc. Oregon City, OR 503/656-5801

Central Region

6/15	100 mi. Nat'l Range Riders MC Grand Rapids, MN 218/326-6772
8/17	200 mi. Nat'l Lansing MC Lansing, MI 517/374-8193
10/5	100 mi. Nat'l IN/IL/KY Enduro Riders Assn. Evansville, IN 812/867-2937
10/19	100 mi. Nat'l Forest City Riders Rockford, IL 815/399-9233
11/19	Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Eastern Region

3/2	100 mi. Nat'l Georgia Crackers MC Decatur, GA 404/961-0998
3/16	100 mi. Nat'l No. Virginia Trail Riders Centreville, VA 301/937-8186
8/24	100 mi. Nat'l Greylock Riders MC

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1980 Events Calendar

Pittsfield, MA
413/443-6369

3/31 Columbia End. Riders Assn.
Columbia, SC
803/356-4556

10/12 150 mi. Nat'l
Enduro Riders Assn.
Columbus, OH
614/272-8146

World Championship Observed Trials Series

/16	Great Britain
/24	Belgium
/9	Spain
/18	Austria
/1	France
/22	Switzerland
/29	West Germany
/13	Italy
/24	Finland
/31	Sweden

AMA/NATC Observed Trials Series

5/24	Northern CA
5/25	Southern CA
8/30	Ohio
9/1	Alabama
10/4	Colorado
10/5	Texas

AMA National Hillclimb Series

5/25	Egypt, NY
6/1	Jefferson, PA
6/15	Avoca, NY
6/27	Freemansburg, PA
7/20	Chillicothe, OH
8/3	(Nat'l.) Muskegon, MI
8/31	Chillicothe, OH
9/14	Freemansburg, PA
9/21	Jefferson, PA
10/12	Oregonia, OH

Where will Big Green strike next?

On the banks at Daytona or on the salt at Bonneville?

The sands of Mojave or the mud of the ISDT?

The whoop-de-doos at Carlsbad or the asphalt at your local dragstrip?

Wherever there's a race to be won, Kawasaki's Green Machines are the force to be reckoned with.

So keep your eyes on Kawasaki and the good times won't pass you by.

Kawasaki

Heh, heh, heh.

ISDT Qualifier Series. Two and Three Day Reliability Trials

3/22-23 Tellico, TN
Volunteer Riders
Knoxville, TN
615/588-0879

4/12-13 Maplesville, AL
Perry Mtn. MC
Maplesville, AL
205/366-2682

4/19-20 Tulsa, OK
Tulsa Trail Riders
Jenks, OK
918/583-5485

4/26-27 Glendale, CA
Sunland Shamrocks MC
Sunland, CA
213/243-1101

5/10-11 Rose City, MI
Bentwheels Comp Club
Utica, MI
313/247-1039

5/24-25-26 McMinnville, OR
Trask Mtn. MC
McMinnville, OR
503/472-3828

5/31-6/1 Bellingham, WA
Mt. Baker MC
Bellingham, WA
206/734-8631

S.C.O.R.E. Off Road Racing

2/8-10 Parker 400
Parker, AZ

3/21-23 Mexicali 250
Mexicali, BC

6/6-8 Baja Internacional
Ensenada, BC

8/21-24 Riverside Off Road Championships
Riverside, CA

11/4-7 Baja 1000
Ensenada, BC

Other Major Events Abroad

5/5-10 Scotland/Scottish Six Day Trials

6/1-7 Isle of Man/Tourist Trophy Road Racing

6/22 Yugoslavia/Speedway Pairs World Championship

9/5 Sweden/World Individual Speedway Championship

9/7 France/Trophee des Nations

9/14 Great Britain/Motocross des Nations

9/14 West Germany/ Long Track World Championship

9/21 Poland/Team Speedway World Championship

9/22-27 France/ISDT

Other Major U.S. Events

4/11-13 Orange, CA/NMA World Mini GP/Cyclerama 80

8/5-10 Ponca City, OK/ NMA Grand National

9/21-27 Bonneville Speedweek

10/26 Carlsbad, CA/Superbikers

NMRA Nationals

*3/14-16 Gainesville Raceway
NHRA Gatornationals
Gainesville, FL

4/12-13 Gainesville Raceway
Gainesville, FL

*4/25-27 State Capitol Dragway
NHRA Cajun Nationals
Baton Rouge, LA

5/24-25 New England Dragway
Epping, NH

6/14-15 Edgewater Raceway Pk
Cincinnati, OH

7/4-5 Indianapolis Raceway Park
Indianapolis, IN

8/9-10 Fremont Raceway
Fremont, CA

**8/27-9/1 Indianapolis Raceway Park
U.S. Nationals
Indianapolis, IN

10/4-5 Atco Dragway
Atco, NJ

**10/18-19 Ontario Motor Speedway NHRA World Finals
Ontario, CA

*Pro Stock Bike event only
**Top Fuel Bike event only

IDBA Nationals

4/19-20 Spring Nationals
Gulfport, MS

5/17-18 Sunshine Nationals
Memphis, TN

6/7-8 Supernationals
Louisville, KY

8/16-17 Summer Nationals
Washington, DC

9/13-14 Lone Star Nationals
Houston, TX

10/11-12 World Finals
Gulfport, MX

Dragbike! Nationals

3/1-2 Florida Nationals
Bradenton, FL

3/29-30 New Orleans Nationals
La Place, LA

5/17-18 Spring Nationals
Wilmington, MD

5/31-6/1 Motor City Nationals
Detroit, MI

7/26-27 Dragbike! Nationals
Rockford, IL

8/30-31 Syracuse Nationals
Cicero, NY

9/13-14 Longhorn Nationals
Dallas, TX

9/27-28 National Event TBA

11/22-23 National Finals
Gainesville, FL

National Road Runs

5/15-18 Land Between The Lakes Motorcyclist Convention
Gilbertsville, KY

5/24-26 U.S. Motorcycle Jamboree
Bakersfield, CA

8/4-10 Black Hills Motorcycle Classic, Sturgis, SD

10/1-4 Aspencade Motorcyclist Convention, Ruidoso, NM

11/29 CYCLE NEWS Barstow to Las Vegas, Barstow, CA

Why did John Paige pick the new KZ550 with long-stroke front suspension?

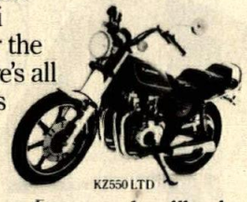
John claims when you're a little smaller, you have to be ready to handle anything.

Bigger is better, you say? Sometimes. But when it comes to motorcycles, that just ain't the case. Take the new Kawasaki KZ550, for instance. Size-wise, some may consider it middle of the road. But on the road, it's anything but.

Of course when John bought the all new KZ550, he knew what he was getting into, so to speak. That the narrow configuration of Kawasaki's dependable four-stroke Z engine would give him plenty of clearance for fast cornering. That he'd get big-bike power through all six gears. That the long-stroke, leading axle front fork and the adjustable rear suspension would iron out the bumps in the road. He knew that the KZ550 would have an electric starter and an anti-hot wire device.

Once he took the KZ550 out on the road, he revelled in the handling and the performance. 13-second quarter miles really get your heart started.

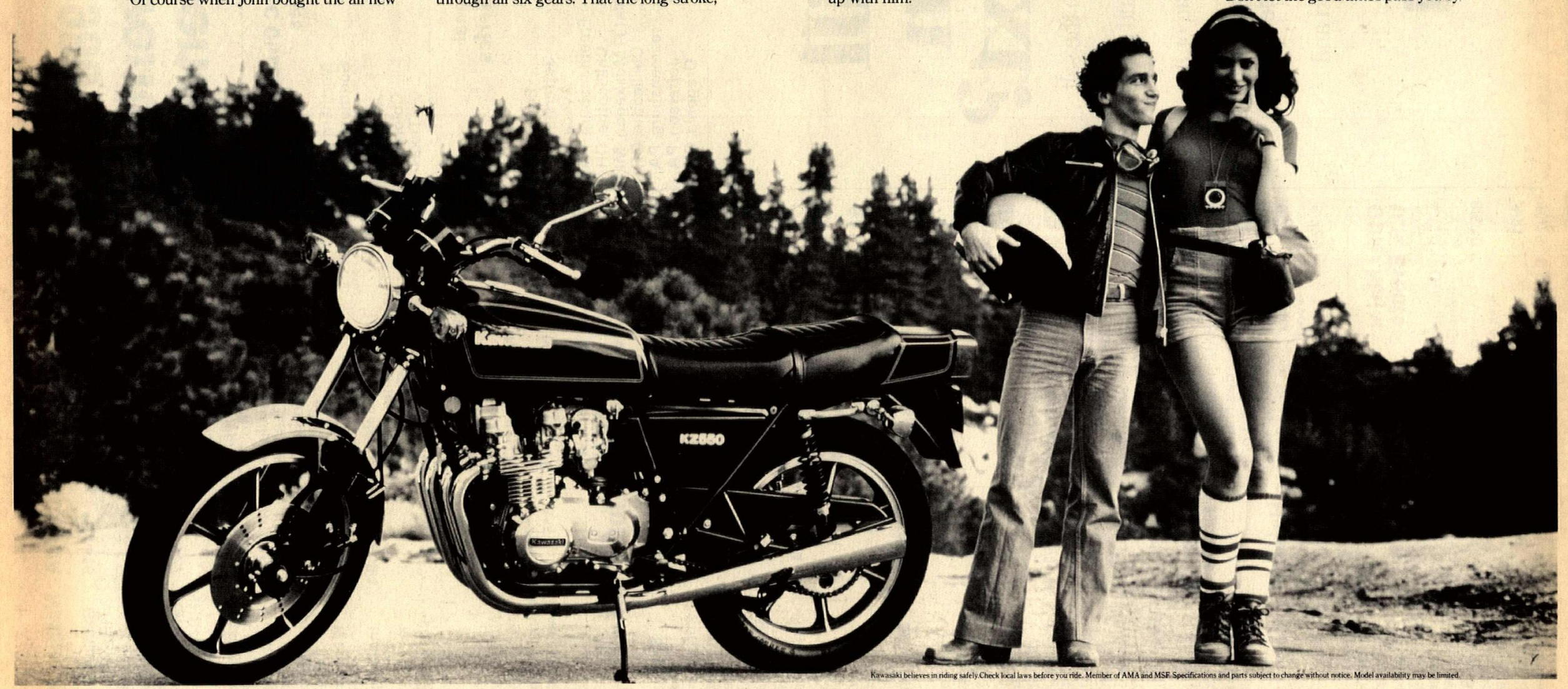
But there was a surprise. What he didn't expect was the price. That really blew the doors off the competition. A bike that performs this well at this price is hard to beat. All his friends agreed with that. Once they caught up with him.



When you check out the KZ550 at your Kawasaki dealer, cast your eye over the stylish KZ550 LTD. There's all the same excitement plus a few trick extras, like transistorized breakerless ignition, a dual-density foam rubber stepped seat and pullback handlebars. Choose—then get out on the road. That's where Kawasaki's new KZ550 belongs.

Kawasaki

Don't let the good times pass you by.



Kawasaki believes in riding safely. Check local laws before you ride. Member of AMA and MSF. Specifications and parts subject to change without notice. Model availability may be limited.

- and - bolts quiz

McCarty, and Kel

Keith will join you

e adjustable metric

C. The connecting rod.
D. Pressure changes within the engine.
E. The carburetor venturi.
F. Ohm's law.

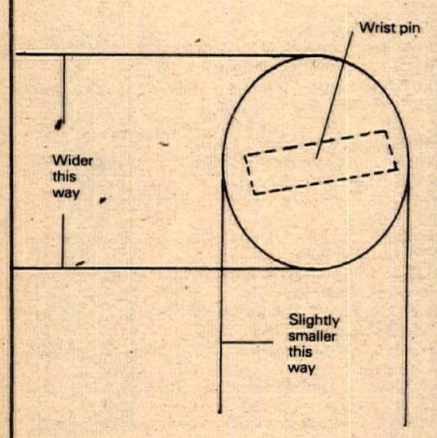
11. The tool used to remove links from a chain is:
A. A monkey wrench.
B. A chain mandrel.
C. A chain breaker.
D. A hacksaw.

12. Lines of force are:
A. The lines Kenny Roberts uses.
B. Found in a magnetic field.
C. Neither of the above.

13. If you were going to roadrace a box-stock Yamaha RD 400D, and the only modification you were allowed to make was to remove the air filter, you would want to:
A. Use richer main jets.
B. Use leaner main jets.
C. Leave the main jets alone.
D. Go to fatter pilot jets, but leaner main jets.

14. If the engine of a bike with CV carbs is not running and you twist open the throttle, the:
A. Butterfly throttle-valve will open.
B. Throttle slide will open.
C. Float needle will jam.
D. Throttle slide will be damaged.
E. Butterfly throttle-valve will close.

Drawing for answer 3.



Looking at a cam-ground piston from the top.

Answers

1. The plug's ability to transfer heat.

When the spark jumps the gap between the spark plug's electrodes, the fuel-air mix in the combustion chamber ignites. The heat developed when this happens is intense. All parts of the combustion chamber become hot, especially the porcelain insulator that's around the firing end of the center electrode.

If the insulator becomes too hot, it can cause preignition (the fuel-air mixture ignites before it should while the piston is still travelling upward.) The result can be a holed piston, and other evils.

On the other hand, if the insulator tip is too cold, you won't get preignition. But the engine won't run well. In fact, it may not run at all. Fortunately the maker has installed a spark plug of the proper heat range in your scooter, so under normal riding conditions, you don't have to worry.

A spark plug's heat range is its ability to transfer heat from the firing tip of the insulator to the air-cooled cylinder head--or in the case of an engine with liquid cooling, to the cooling medium in the cylinder head. Basically the rate of heat transfer is controlled by the distance the heat must travel from the plug's insulating tip to the cylinder head or cooling medium.

A cold plug has a shorter insulator nose and transfers heat quickly to the cylinder head or cooling medium. This type of plug is used in heavy-duty or continuous high-speed operation, (such as in racing) to avoid overheating.

A hot plug has a longer insulator nose. So it transfers heat more slowly. It runs hotter, burning away combustion deposits which could foul the plug during long periods of idling or low-speed operation.

The basic difference between a hot, average, and cold plug is that the cold plug doesn't require heat to travel as far along the insulator nose as does the average plug. And the average plug doesn't require heat to travel as far along the insulator nose as does the hot plug.

2. True.

3. C. The piston is slightly oval-shaped.

A cam-ground piston is not round, even though it looks that way when you install it. It's actually a few thousandths of an inch wider *across* the axis of the wrist pin than it is *along* the axis of the wrist pin. This is to allow the piston room to expand when it gets hot.

4. C. To determine if current is reaching a headlight that won't burn.

For example, let's say your headlight won't burn on high-beam. You remove the headlight and unplug it from its socket. Insert the tip of the test light in the high-berm socket, and ground the test light to a good ground. Turn on the high beam. If the test light lights, you know the high-beam headlight filament is burned out. If the test light doesn't light, you know there's a break in the high-beam circuit somewhere.

The same principle applies anytime you use a test light. Touch the tip of the test light to the terminal that you want to check, and ground the test light. If the light lights, that terminal is getting current. If the light doesn't light, there's a break in the circuit somewhere.

If your bike has a 12 volt electrical system, you need a 12 volt test light. If it has a 6 volt electrical system, you need a 6 volt test light.

If it doesn't have any electrical system, you've got a real problem.

5. D.

6. C. Aid in checking and adjusting ignition timing.

The buzz box is hooked across the points, and is used with a dial indicator or other visual aid to indicate when the points begin to open. It is battery-powered and makes a noise when the points are closed. When they open, the noise stops.

Let's say that the timing specs on your scooter call for the timing to be set at 2 millimeters before TDC. That means that the points should open at precisely 2 millimeters before the piston reaches the top of its stroke. If you were using a dial indicator and a buzz box, you would rotate the crankshaft slowly in the direction it turns when the engine is running. When the dial indicator shows that the piston is 2 millimeters for TDC, the buzz box should fall silent, indicating the points have opened.

If it does not shut up, or if it signs off early, the timing needs adjusting. The points are loosened and repositioned so that the buzz box falls silent at exactly when the specs indicate, in this case, 2 millimeters before TDC.

A sure way to make friends is to use a buzz box on pit row at three o'clock in the morning to adjust ignition timing.

7. A. To convert alternating current into direct current.

8. A. Break the glaze on the cylinder wall so that the rings will seat properly.

9. B. Oil with an SE rating and of the viscosity recommended in your owner's manual.

API (American Petroleum Institute) in 1970, along with the American Society for Testing and Materials and the Society of Automotive Engineers, developed a new API Engine Service Classification System to replace the old one, which was becoming outdated.

The API system has ratings such as SA (for utility gasoline and diesel engine service), SB (for minimum duty gasoline engine service), SC (for 1964 gasoline engine warranty maintenance service), SD (for 1972 gasoline engine warranty maintenance service).

SE oils provide more protection against oil oxidation, high temperature engine deposits, rust and corrosion than do SD or SC oils.

The API service classification, by the way, has nothing to do with SAE viscosity ratings. A viscosity rating of 10W-30, for example, indicates only the viscosity, but indicates nothing about the type, quality, or service for which that oil was intended.

So if you're using 10W-30 in your scooter, make sure it has an SE rating. The rating is on the can (if it's not, don't buy it).

Often you'll find cheaper oil sold in discount or chain stores under their private label. Is that oil okay? Sure, as long as it's got the SE rating on the can, and has the viscosity rating you want.

10. D. Pressure changes within the engine.

Reed valves are used on some two-stroke motorcycle engines. The metal or fiber petals of a reed rest in a kind of box which is between the engine and carburetor. When the piston moves upward it creates a vacuum in the crankcase, the petals open, and the fuel-air mix enters the crankcase. When the piston moves down it then forces the mixture up through the transfer ports into the cylinder. It also tries to force some of the fuel-air mix back out through the carburetor. With a reed valve this is prevented, because the petals close.

When the pressure outside the crankcase is greater than the pressure inside the crankcase, the valves open. When the pressure inside the crankcase equals the pressure outside the crankcase, the petals close. At high engine rpm the petals are opening and closing thousands of times each minute. And you thought you had a tough job.

11. C. A chain breaker.

12. B. Found in a magnetic field.

13. A. Use richer main jets.

14. A. Butterfly throttle valve will open.

A Constant-Vacuum carburetor is similar to a slide-type carburetor (in which the throttle slide is connected directly to the throttle cable--when you twist the throttle open, the cable pulls the slide upward). With a CV carb, however, the throttle slide is not connected to the throttle cable. It is, instead, operated by vacuum.

With a standard slide-type carb, if you twist the throttle grip wide open while riding along at a steady speed, the throttle slide is immediately jerked up, and the fuel-air mixture is temporarily unbalanced. In some cases the result may be a noticeable stumbling. The CV carb is designed to prevent this, by using vacuum to control the throttle slide instead of a cable.

When you're riding along on a bike with CV carbs, and you crack open the throttle, the throttle cable opens the throttle-butterfly valve. This allows engine vacuum to "travel" through a passage into a chamber above the throttle slide. The bottom of this chamber consists of a flexible diaphragm to which the throttle slide is attached. The vacuum in the chamber causes the throttle slide to rise.

Speed changes are made more smoothly with CV carbs because no matter how quickly you open the throttle, the throttle slide is only going to rise in proportion to the amount of vacuum in the chamber above the throttle slide. Therefore, the fuel-air mixture tends to stay in a more balanced condition, more in keeping with the engine's air-fuel needs. •

Desert Hotline

(Above left) Riders at the Prospectors' Gold Rush Enduro had a chance to have their cards marked by a genuine desert prospector, and show off (right). (Below) D-37 #1 200cc rider Jay Tullis leads Mike Adams, 250cc #1.

Walters mines the gold at Prospectors' D-37 enduro

By Helen Ajay
Photos by Tom King

RED MOUNTAIN, CA, FEB. 3

Tracy Walters won the first District 37 enduro of 1980 as following tradition, the year began with the running of the Gold Rush Enduro, put on by the Prospectors M.C.

The 89-mile, three-loop course featured the Prospectors traditional dark, walk-through, handlebar-grabbing mine tunnel on lap one. Delights on loop two included the traditional downhills, numbers one (steep, scary) and two (steeper, scarier). Because of the recent rains, those sandy hills weren't as soft as they were supposed to be when you fell over on them either.

Due to a protest by an early-number rider regarding ambiguity of course marking in the last section of loop two, known check four at the second loop finish was used as an observation check only.

The Prospectors are a large and venerable club, so the enduro had the traditional large number of well-staffed checks, including numerous tie-breakers. No, there weren't checkers lurking behind every bush and rock at every three-mile point. It just seemed that way.

Survivors of the third loop reported that it featured a brisk 30 mph start that went to the first check and beyond, then a drop to 15 mph through some shabby terrain. They particularly appreciated the rocky downhill with steps, about midway through the loop.

Strangely, the event did not result in the traditional clump of Chaparrals in the top finishing positions. It's not clear how this could have happened, but since they have to sit out their enduro, it will be March before they can vindicate themselves.

The moist ground provided very good traction and you could go very fast. Sometimes too fast. The District 37 referee, who will possibly be riding the next enduro with his right arm in a sling, has some thoughts on this. Riders who encounter him on the Chaparrals course later this month should fight their natural instinct to take time out to offer him some sympathy. After all, he brought it on himself.

Tracy Walters put in another great performance, achieving the overall win by losing only 21 seconds. Tracy switched from a 250cc to an open-category bike in mid-1979 and since then has placed first in class in three out of four events. Second in the A Open class was Bob Brooks (1:32), closely followed by Ken Lewis, Jr. (1:39).

You've heard of the Palenske brothers. Well, Garner P. garnered first in the A 250cc class (0:53) and second overall. But maybe he'll improve with practice.

AA rider Mike Godfrey placed fifth overall with a score of 1:33. Second A 250cc was Tony Ankerson, who finished just two seconds behind Godfrey to place sixth overall.

Number One Senior in the District, Harry Keast, zeroed the course (56 seconds) to take first in the A Senior class and third overall. Pete Smith was second Senior A, tieing with Brooks for fourth overall. Ron Fry was third A Senior.

First in the A 200cc class was top-notch desert racer Larry Roeseler, whose score was 2:15. Now imagine how he would have done if he hadn't burned the last secret check on loop two.

Paul Peterson was second 200cc A. His club, the Cal Poly Penguins, puts on the Hi Mountain Enduro to be held in May. The Hi Mountain will be a District 37 points-paying event for the first time this year.

Gary Woodling, an Open category rider in 1979, is riding a 125cc this year. He got first A 125cc, narrowly beating Joe Anatasio, Jr.

First B rider in was B.J. Olson on a 250cc Husky, who lost four minutes, 51 seconds. As B.J.'s ride illustrates, the smaller-bike riders held their own very well in this event.

C riders and B Women rode the first two loops only. Among the two-loop contestants, Jim Edmondson (C Open) led the way, losing 27 seconds in 55 miles. Joe Dion was second C Open and Bob Bortree third, each losing less than two minutes.

The first loop of the enduro was also used as a single-loop course for family enduro riders. In this category, Daniel Crocker was first (0:0), Bill Staley second (0:3), and Jason Ingersoll third (0:9).

The Prospectors had just about perfect weather for their event — clear and not too chilly. This almost made up for last year, when a big snowfall just before their event made it necessary for course pre-riders to do some snow-shoveling. Even so, the early-number riders had to forge their own trails through the strange white stuff in some sections. When these first riders finally got to the finish, mostly late, they were mad as anything and all but the bravest Prospectors hid in their vans.

This year, the Prospectors' effort resulted in a fine enduro that had something for everybody.

The next District 37 enduro will be the Chaparrals' National Championship Coyote Derby on Feb. 24. There are only 12 AMA National Championship enduros scheduled throughout the country this year (down from 24 in 1979) and the Chaparrrals' event is the only one being held in California. Points for this event will also help to determine the Golden State Enduro Champions in 1980. ●

Results

A OPEN: 1. Tracy Walters (0:21); 2. Bob Brooks (1:32); 3. Mike Godfrey (AA rider, 1:33).
A 250: 1. Garner Palenske (0:53); 2. Tony Ankerson (1:35); 3. Randall Gauvin (1:35).
A 200: 1. Larry Roeseler (2:15); 2. Paul Peterson (5:96); 3. Scott Crawford (6:195).
A 125: 1. Gary Woodling (3:61); 2. Joe Anastasio, Jr. (3:77); 3. Stan Green (27:110).
A SR: 1. Harry keast (0:56); 2. Pete Smith (1:32); 3. Ron Fry (4:132).
B OPEN: 1. Chip Howell (5:33); 2. Russ Termin (5:134); 3. John Pomo (7).
B 250: 1. B.J. Olson (4:51); 2. Phil Van Wey (7:178); 3. Tim Williams (7:183).
B 200: 1. Kim Brandenburg (6:149); 2. Dvid Janizc (7:220); 3. Roger Gauvin (11:129).
B 125: 1. R. Stouffer (18:429); 2. Erick Lehmann (22); 3. N. Keith (32).
C OPEN; 1. Jim Edmondson (0:27); 2. Joe Dion (1:25); 3. Robert Bortree (1:35).
C 250: 1. L. Guilfoyle (3:67); 2. James Bortree (7:91); 3. Mike Baumann (11:151).
C 200: 1. Mike Heyner (2:28); 2. Craig Lair (2:100); 3. Jim Riese (7:141).
C 125: 1. Russell Keck (9:155); 2. Alan Barker (18:198); 3. Bill Beauchamp (29:280).
C SR: 1. D. Thomas (7); 2. J. Crawford (15); 3. R. Upoegraff (22).
WOMEN: 1. Pam Lehmann (17); 2. Nancy Snidman (24); 3. Candy Hand (29).
FAMILY: 1. Daniel Crocker (0:0); 2. Bill Staley (0:3); 3. Jason Ingersoll (0:9).

Fast Facts

Harry Oxley

Promoter

Name: **Harry F. Oxley.**

Date/place of birth: **Jan. 2, 1936, South Gate, CA.**

Height/weight: **6'/185 lbs. (sometimes)**

Wife's name: **Marilynn.**

Current residence: **San Clemente, CA.**

Occupation: **Speedway racing promoter.**

Hobbies/relaxation: **Riding, diving and fishing.**

Van/car: **Ford.**

Favorite food/drink: **Anything.**

First interest in bikes: **1952.**

First bike: **K-Harley.**

First race: **Scrambles.**

Outcome of that race: **I fell repeatedly.**

Most recent win: **NA.**

Size/make of current racing bike: **Yamaha 500.**

Sponsors: **None.**

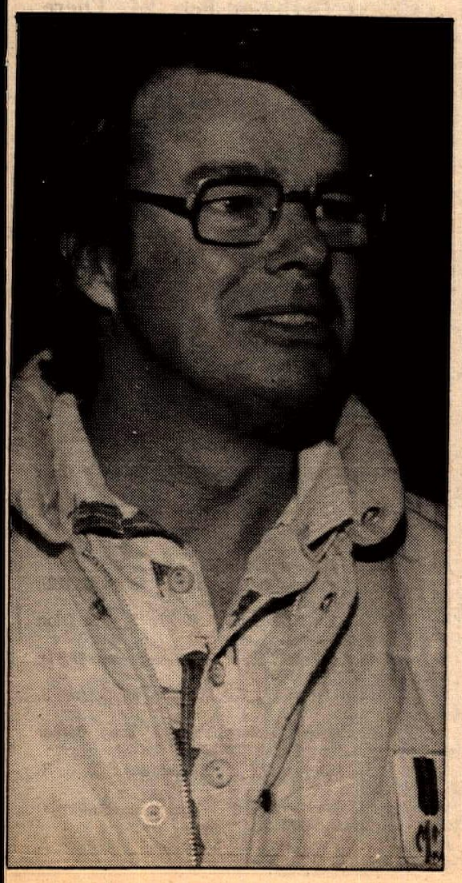
Tuner: **Brad Oxley.**

Biggest gripe about racing: **I can't win anymore.**

Most respected rivals: **I can't catch them to find out who they are.**

Reason for racing: **It's fun!**

Future racing ambitions: **To quit someday.**



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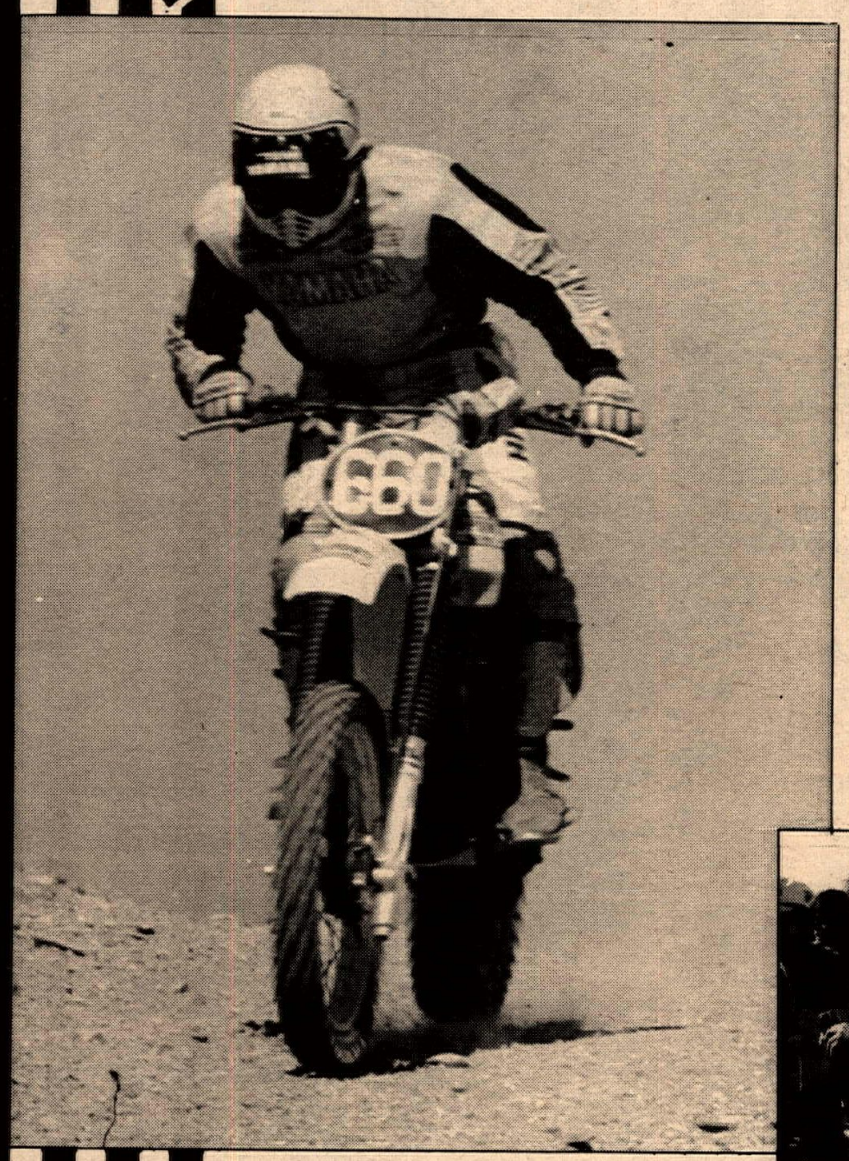
AND HI POINT RACING PRODUCTS



The Hi Point equipped team of Ogilvie/Miller beat the California/Arizona desert as well as the largest ever motorcycle field at the February 9th SCORE International Parker 400 desert race. Long distance desert racers need protection that is comfortable and durable. Ogilvie/Miller chose Hi Point's new style riding pants, boots, jerseys, gloves and Hi Point distributed Uvex goggles to meet grueling demands of the desert.

The tires and tubes on long distance off road racers have to withstand tremendous punishment and abuse. The overall and class 22 (open) winners Ogilvie/Miller as well as the 3rd overall (3rd open) team of Tom Kelly/Bob Balentine and the class 30 winners Max Switzer/Bill Hill were all using rugged Hi Point Red Dot tires and tubes.

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THE LATEST POOP BY PAPA WEALEY

C.N. Deepthroat phoned in just before the pages went to the printer this Monday to clue us in on an important meeting. At the annual CORVA convention, BLM State Director James Ruch will explain the BLM Draft Environmental Impact Statement. Also, Russ Cahill, Director of the Department of Parks and Recreation, will speak about his department's views toward the 80s and ORV management. Oh yeah . . . Assemblyman Bob Hayes will be there, too. The meeting is an all-day affair, starting at 9:30 a.m., Mar. 1 (Sat.) at the Casa Royale Hotel, 251 S. Union St., Bakersfield, CA. Public is invited to listen and ask questions. If you want to join in the evening's $15 dinner/dance, please make reservations with Marsha Gudvagen at 213/947-1206.

Let's make one thing perfectly clear: The Polka Dots M.C. has NOT cancelled their Prairie City GP just because the Oakland Supercross has been rescheduled for the same date, Feb. 24.

Next weekend — don't forget — ABC-TV's Wide World of Sports will air The Superbikers. That's Feb. 23-24, along with coverage of the Winter Olympics, a two-part program. Results for those who may have missed our coverage, saw Team Suzuki motocrosser Kent Howerton lead Kawasaki MX teamsters Jimmy Weinert and Jeff Ward to the finish line. Fourth was AMA/Winston Pro Number One Steve Eklund.

Photo by Patti Firth-Trotter. You may not have noticed it, but those words were missing from last week's *Cycle News*. Papa phoned Patti last week and asked her to shoot on over to Marty Smith's and grab a quick photo of him in his new Suzuki jersey. Then Papa printed the photo and didn't properly credit the lady for her work. As they say in the brain surgery business: Oops!

Here's another correction. Seems the 1980 version of Mike Goodwin's Superbowl of Motocross — a two-day affair this time — will run on July 11-12, not July 12-13 as we were first informed. Our calendar editor has fixed his column this week, and we suggest you mark your calendar accordingly.

Pat Manning's American Road Racing Association has been forced to cancel two Willow Springs race dates — Feb. 24 and May 4 — due to a change in leaseholders. There will be a May 25 ARRA event there, and of course the Mar. 30 Ontario is unaffected by the change at Willow.

Jerry Greer is planning to come out with some T-shirts with "good skid pictures" on 'em for TT scrambles and flat track fans. No price is available yet, but if you're curious, Jerry's number is 714/635-6549.

The California Parks and Recreation Department will be holding two public meetings to gather rider input on the Carnegie Off-Highway Vehicle Project. So Bay Area riders, let the Parks and Rec folks know what you'd like the park to be by attending one of them. The first will be Mar. 10 in Lathrop (south of Stockton) at the Lathrop Community Center, 5th and K Streets, at 7:30 p.m. The second meeting, Mar. 11, will be in Hayward at the Public Works Building, 399 Elmhurst St., also at 7:30 p.m. For more information contact Carnegie Project Manager Les Mattox at 916/322-7526.

On the Sunday morning after the Houston TT/short track doubleheader, Expert Todd Tracy awoke to find that his van had been stolen. Inside the van were two bikes, a 750 Triumph in a Champion frame, and a 250 KTM short tracker in a Kenny Roberts frame. The Triumph's engine number is EE 22137T-120R and the frame number

Mom Nature wins, MXers lose at Oakland Supercross

By Mark Kariya

OAKLAND, CA, FEB. 17

The winner of the Oakland Coliseum Supercross was...Mother Nature. Torrential rains which inundated all of California forced a postponement of the race to the same time and place one week later, February 24.

According to Carroll Chandler, AMA Assistant Manager of Professional Motocross, "They didn't even have the track finished; it's just a mess out there."

One observer suggested that Pace Management had staged an "Atlanta warm-up" in Oakland in preparation for the typically soggy southeastern motocross event, the Superbowl of Motocross South, a Stadium Motorsports presentation.

Can it be that winter Supercross events in open stadiums like Oakland and Atlanta will instigate a revival of Jimmy Weinert's paddle tire? Not for sand but for water...

Harley-Davidson's racing movie clears top 14 markets

1980 looks like it will be the "year of the motorcycle movie." Harley-Davidson has just announced that their new TV movie, *The Young Matadors* starring Jay Springsteen, has received air dates on every one of the top 14 U.S. markets, an unusual display of acceptance for the subject of motorcycling. Latest projections are that the TV movie will draw over four million viewers in its first airing. Posters indicating area TV dates will be on display at Harley-Davidson dealers.

	City	Station	Date	Time
1.	New York	WNBC	3/24	2 pm
2.	Los Angeles	KABC	3/1	1 pm
3.	Chicago	WGN	3/15	
4.	Philadelphia	WCAU		
5.	San Francisco/Oakland	KRON	2/24	3 pm
6.	Boston	WNAC	3/9	12:30 pm
7.	Detroit	WJBK	3/1	1 pm
8.	Cleveland	WEWS	3/1	1:30 pm
* 9.	Washington, D.C.	WJLA	3/1	1:30 pm
10.	Dallas/Ft. Worth	KDFW	3/1	5 pm
11.	Pittsburgh	WTRE	3/8	2 pm
*12.	Houston	KTRK	2/16	11:30 am
13.	Minneapolis/St. Paul	KSTP	3/2	12 noon
14.	St. Louis	KSDK	3/15	12 noon
15.	Miami/Ft. Lauderdale			
16.	Atlanta			
17.	Seattle/Tacoma	KING	2/24	3 pm
18.	Tampa/St. Petersburg	WFLA	2/24	5:30 pm
19.	Baltimore	WBAL	3/23	2:30 pm
20.	Indianapolis			
21.	Denver	KOA	3/15	11 am
22.	Sacramento/Stockton			
23.	Portland, Oregon	KGW	2/24	3 pm
24.	Hartford/New Haven			
25.	San Diego			
26.	Cincinnati	WLWJ	2/24	2 pm
*27.	Milwaukee	WISN	3/1	2 pm
28.	Kansas City	WDAF	2/24	1 pm
29.	Buffalo	WKDW	3/1	3 pm
30.	Nashville	WTVF	3/9	4:30 pm
31.	Phoenix	KPNX	2/24	12 noon
32.	Providence	WPRI	3/15	1:30 pm
*33.	Charlotte	WSOC	3/8	4:00 pm
34.	Columbus, OH			
35.	Memphis			
36.	New Orleans	WDSV	2/17	3:30 pm
37.	Greenville/Sprt./Ash.	WFBC	3/8	1 pm
38.	Grand Rapids/Kalamazoo	WKZO	3/1	4 pm
39.	Birmingham			
40.	Oklahoma City	KTVY	3/23	11:30 am
41.	Orlando/Daytona Beach	WFTV	3/2	11:30 pm
42.	Louisville			
43.	Norfolk/Ports./Newpt. News	WVEC	3/2	1 pm
44.	San Antonio			
45.	Wilkes Barre/Scranton	WDAV	3/9	12:30 pm
46.	Raleigh/Durham	WPTF	2/23	5:30 pm
47.	Harrisburg/Lan./Leb./York	WHP	2/24	12:30 pm
48.	Salt Lake City	KSL	3/8	1 pm
49.	Albany/Schenectady/Troy	WAST	3/1	4 pm
50.	Dayton			
*	Charleston/Huntington	WSAZ	2/24	2 pm
	Syracuse	WIXT	3/1	12:30 pm
	Flint/Saginaw/Bay City	WJRT	3/1	3 pm
	Toledo	WDHO	3/1	1:30 pm
*	Wichita/Hutchinson	KARD	2/23	2 pm
	Fresno (Visalia)	KMJ	2/23	2:30 pm
	Green Bay	WBAY	2/23	1:30 pm
	Omaha	KETV	3/8	12:30 pm
	Des Moines/Ames	WHO	2/24	1 pm
	Davenport/R. Island/Moline	WHBF	3/15	2:30 pm
	Cedar Rapids/Waterloo	KWWL	2/23	4:30-5 pm
	Paducah/C. Girardeau/Har.	WSIL	3/1	12:30 pm
	Portland/Poland Spring	WCSH	3/8	12:30 pm
	South Bend/Elkhart	WSBT	2/23	3:30 pm
	Evansville	WFIE	2/24	1 pm
	Peoria	WEEK	2/23	1:30 pm
	Huntsville/Decatur	WAAY	3/9	12:30 pm
	Ft. Wayne	WKJG	3/1	3:30 pm
*	El Paso	KDBC	2/24	10:30 am
	Rockford	WTVO	2/23	1 pm

***Station clearances as of 1/30/80**

Western hotline

(Above) Eventual winner Jeff Ward leads a Saddleback 250cc Pro start, with Brian Maloney (39), Andy Orescanin (1F) and Andy Kirker (57) trailing. (Below) A group of Carlsbad sportsmen negotiate the ledge — somewhat.

Carlsbad hosts CMC Golden State sportsmen

By Lee Taylor
Photo by Thundermountain Photography

CARLSBAD, CA, FEB. 9

On a track that has thrown some of the world's greatest racers and has tested the finest racing machines to the max, came a hardy group of sportsmen. They were ready for the running of the sixth race in the Continental Moto-sports Club's 1980 Can-Am Golden State Series.

The track, Carlsbad. Perhaps the most demanding and challenging of any in the United States. The Golden State Series, the most coveted and prestigious series in the western United States.

The 250cc Juniors division two's first run for the day saw Yamaha-mounted Greg McElroy battle his way through, protecting his top points position in the 250cc Juniors. Trouble was present in the first few turns for several in the field with Mike Imperatrice from Los Banos going down. Imperatrice, who never takes no for an answer, remounted, passed several riders but couldn't catch the leader. Tim Daily kept hot and heavy pressure on McElroy with Tom Nolan in third and Scott Boek, running fourth in the race and second in the standings, hounding Daily relentlessly. When the moto drew to an end, McElroy emerged on top, Daily was in second and Nolan commanded third.

When the gate dropped for the final time, Nolan put his Suzuki out in front. McElroy, working his way up from third, came alongside at the top of the hill in a wheel-to-wheel, handlebar clashing duel that carried the two riders down the hill. Art Olivier, currently fourth in the standings, found himself engaged in a wild battle with Daily in fourth. Boek, running fifth, held the key position. The top five riders were all within seconds of each other. As Boek moved into fourth, sheer bedlam broke loose. Positions shifted from second to second and Boek continued to challenge, taking over second. On the downhill, Keith Caruso and Nolan were literally locked into a squeeze for third. These two might as well have been downhill racers at Lake Placid, winding their way to the bottom at full speed. Careening through a turn McElroy went down, thrown back to sixth place. Boek, the new leader, found unbelievable pressure at the top of the hill. A critical position with Daily, Nolan and Olivier each within striking distance.

When the checkered flag brought them home, Boek emerged the moto winner, followed by Daily and Nolan. Daily, who ended the day with a smooth 2-2, caught first overall. Second went to Boek and third to Nolan.

In the 80cc Expert division, young Sam Storer from Santa Ana simply turned his Kawasaki loose. Like "Spectacular Bid" anywhere he chooses to run, the Kawasaki ate up the Carlsbad turf. Along with Intermediate rider, Kawasaki-mounted Bruce Bunch, the "mean green machines" were hot and hard to catch. Expert Ron Lechien (Yam) came between the two of them and encountered Storer in a classic wheel-to-wheel duel through every turn and up the Carlsbad Freeway, not giving an inch. *CHiPs* would have had a field day with these two riders, inches apart and throttle wide-open. It was a super race for Lechien, coming back from a fourth the first time around. Lechien bided his time nd made a slick move to the outside, slipping on by and taking the lead. Louie Fanco, also Yamaha-mounted who won the first moto, was smoking, coming up from the field and now in third, badgering Storer relentlessly, fighting to protect his number one in the points standings.

When the finish line came into view, Lechien led the pack across in first, Storer held on for second and Franco maintained third. Overall scores saw Storer taking home the gold, Franco a second and third going to Lechien.

Results

PEE WEE: 1. Rene Valles (Suz); 2. Patrick Healey (Suz); 3. Justin Saragueta (Suz).
50cc JR: 1. Gary Morton (Suz); 2. Chris Neal (Suz); 3. Matthew Rousselio (Yam).
INT: 1. Mike Healey (Suz); 2. Eddie Hicks (Yam); 3. Brad Johnson (Yam).
80cc STOCK 9-11 YRS.
JR: 1. Eric Cavaliere (Yam); 2. Mike Young, Jr. (Yam); 3. Sean Riley (Suz).
INT: 1. Tyson Vohland (Yam); 2. Mike Healey (Suz); 3. Thor Bjornestad (Kaw).
80cc MODIFIED. 9-11 YRS.
JR: 1. Mike Young, Jr. (Yam); 2. Sean Riley (Suz); 3. Jason Stephens (Hon).
INT: 1. Tyson Vohland (Yam); 2. Mike Healey (Suz); 3. Scott Brown (Yam).
80cc STOCK. 12-16 YRS.
JR: 1. Jimmy Owen (Suz); 2. Tony Lindham (Yam); 3. Mike Brown (Suz).
INT: 1. Todd Campbell (Kaw); 2. Bruce Bunch (Kaw); 3. Chris Gables (Yam).
EX: 1. Sam Storer (Kaw); 2. Louie Franco (Yam); 3. Ron Lechien (Yam).
80cc MODIFIED. 12-16 YRS.
JR: 1. Jimmy Owen (Suz); 2. Lance Barnett (Yam); 3. Jason Prater (Yam).
INT: 1. Bruce Bunch (Kaw); 2. Todd Campbell (Kaw); 3. Eddie Gold (Suz).
EX: 1. Ron Lechien (Yam); 2. Rick Hemme (Suz); 3. Sam Storer (Kaw).
100cc JR: 1. Vincent Pirlo (Suz); 2. David Holmes (Suz); 3. Mike Maurer (Suz).
100cc INT: 1. Mark Rouff (Yam); 2. Andy Nelinger (Suz); 3. Chris Lewis (Suz).
125cc JR DIV 1: 1. Ruben Torres (Yam); 2. Leonard Mellgren (Kaw); 3. Craig Cable (Suz).
125cc JR DIV 2: 1. Tony Tetone (TCW); 2. Tony Jones (Suz); 3. Jim Connolly (Suz).
125cc INT DIV 1: 1. Rick Cecble (Suz); 2. Mark Howell (Yam); 3. Rick Nielsen (Kaw).
125cc INT DIV 2: 1. Scott Yarborough (Suz); 2. Ray Tetherton (Suz); 3. Rick Ryan (Suz).
250cc JR DIV 1: 1. Joe Popp (Suz); 2. Bill Easley (Hon); 3. Randy Smith (Yam).
250cc JR DIV 2: 1. Tim Daily (Hus); 2. Scott Boek (Hon); 3. Tom Nolan (Suz).
250cc INT: 1. Brian Pitzen (Yam); 2. Jerry Benson (Suz); 3. Todd Simmons (Suz).
500cc JR: 1. Don Hoover (Yam); 2. Ken Post (Mai); 3. Tim Daily (Hus).
500cc INT: 1. Tom Thomas (Yam); 2. Donald Gloven (Yam); 3. Carl Nelson (KTM).

Teeny Meanie tops CMC Saddleback MX

By Mike Klinger

ORANGE, CA, FEB. 3

Kawasaki's Jeff Ward collected a majority of the prize money as he won the sizable 250cc Pro division and lost the overall in the 125 Pros due to a snapped chain after a 45-second lead at the Continental Moto-sports Club motocross contest at Saddleback.

Saddleback had their act together this day. The main track was closed due to the recent washouts and the secondary track was used of which more turns were incorporated along with a couple of "Magoo" double jumps.

In the 125cc Pros, the Uni-Trak of Ward was untouchable in moto one. Following Ward off the line were Bruce McDougal (Hon), Eric Baker (Suz), David Williams (Fra) and DG's newest rider, Rick Maki (Yam). By lap three, Ward was gone and the battle for second was as precise as clockwork. McDougal, Baker, Williams and Maki were so close that one slight mistake would carry any of them back to fifth place. Maki was the hustler as he worked his way up to challenge the Franks Racing rider Williams. McDougal began to fall off the intense pace and Andy Northrup (Hon) and Tod Peterson (Suz) moved from the middle of the pack to gain fourth and fifth place respectively. Ward lapped half the field for the win and 45 seconds later came Maki with the second place ride. Williams was third ahead of Northrup and Peterson.

Just as moto two was staged, it was announced the Maki and Baker were penalized one lap each for cutting the course. This gave Maki a seventh and Baker an eighth in moto one. Maki, in utter disgust, withdrew from the competition.

Ward again got the jump on the rest of the field in moto two and by lap eight he began to lap the slower riders. Running in a solid second was Peterson with Gregg Gibboney (Yam) in third. Pushing Gibboney hard was the fourth

place rider McDougal and then Williams. On lap 12, Ward pulled off the track with a snapped chain as he was getting ready to lap the fifth place rider. This gave Peterson the lead and a big win. But the overall went to Williams with his outstanding 2-2 tally. Peterson went 4-1 for second overall and believe it or not, Ward was third (1-8) because he was one lap ahead of a majority of the field.

Two qualifying motos had to be run to select the top 27 riders to enter the 250cc Pro main event. Jeff Ward won qualifier one and Honda's Jim Gibson picked up qualifier two.

The stage was then set for the 250cc Pros. Would it be the Honda of Gibson or the green machines of Ward and Robert Reisinger or the Suzukis of Bob Elliott and Jim Tarantino, the consolation winner? Off the line and Ward squirted ahead of Gibson with Tarantino closing and Scott Johnson (Hon) picking up the slack. As the race began to stabilize, Ward crossed the finish line on lap 10 and for some reason stalled the Kawasaki. Gibson was right there to take advantage of the mishap and take the lead. Gibson went to win, Ward was second and Tarantino turned in a good third place effort. Reisinger, who placed second in his qualifier, was fourth in moto one.

The second event saw Gibson turn the tables on Ward and get the holeshot with Reisinger and Andy Kirker (Yam) making up the top four. Brian Maloney (Hon), Johnson and Tarantino were neck-in-neck for sixth behind Andy Orescanin (Suz). Tarantino's pressure on Orescanin was so intense that the Suzuki rider began to fall off the pace. As the riders emerged from the turns through the trees, Gibson was nowhere to be found. He had pulled off with mechanical problems. Ward was then the winner and the overall was awarded to him with a fine 2-1 scoring. Reisinger put together two fantastic rides (4-2) for second overall. Kirker held onto third in moto two which gave him fourth overall in the standings. Tarantino's fourth place finish gave him a 3-4 tally good enough for third overall behind Reisinger.

In the Open Pro class, Robert Marino (Yam) took care of business as he topped off the day with the overall honors. Following Marino in the standings was Val Tamietti (Mai), who is making a big comeback. Bob Elliott (Suz) was third, followed by Gary Jones (Amx) and Bill Jewell (Mai).

Results

MINI JR: 1. D. Hammack (Suz); 2. G. Henley (Hon); 3. S. Nolloway (Suz).
MINI INT: 1. A. Baker (Suz).
MINI EX: 1. T. Meeks (Suz).
100cc JR: 1. J. Cobham (Yam); 2. M. Medlin (Suz).
100cc INT: 1. D. Crigler (Suz).
125cc JR: 1. G. Roden (Hon); 2. T. Denham (Yam); 3. J. Stevens (Suz).
250cc JR: 1. V. Sarkisian (Suz); 2. B. Haynsworth (Suz); 3. B. Kostner (Yam).
500cc JR: 1. T. Hall (Yam); 2. M. Miller (Suz); 3. P. Landis (Hon).
125 INT: 1. L. Babi (Yam); 2. R. Cecrle (Suz); 3. B. Beardsley (Yam).
250cc INT: 1. M. Paulsell (Hon); 2. M. Roy (Suz); 3. K. Hamilton (Suz).
500cc INT: 1. J. Grant (Mai); 2. B. Hueth (Yam); 3. M. Bastionell (Mai).
125cc PRO: 1. D. Williams (Fra); 2. T. Peterson (Suz); 3. J. Ward (Kaw).
250cc PRO: 1. J. Ward (Kaw); 2. R. Reisinger (Kaw); 3. J. Tarantino (Hon).
500cc PRO: 1. R. Marino (Yam); 2. V. Tamietti (Mai); 3. B. Elliott (Suz).

Intermediates dice at DeAnza MX

By Ron Lawson

SUNNYMEAD, CA, FEB. 10
The 250cc Intermediate turnout was a good one at DeAnza Cycle Park and the racing was much

Ronnie Jones and Carlisle's RAX take Houston by storm!

In one of the most exciting races ever seen at the Astrodome, Ronnie Jones and Carlisle's brand new RAX tire held off all comers to grab their first National wins!

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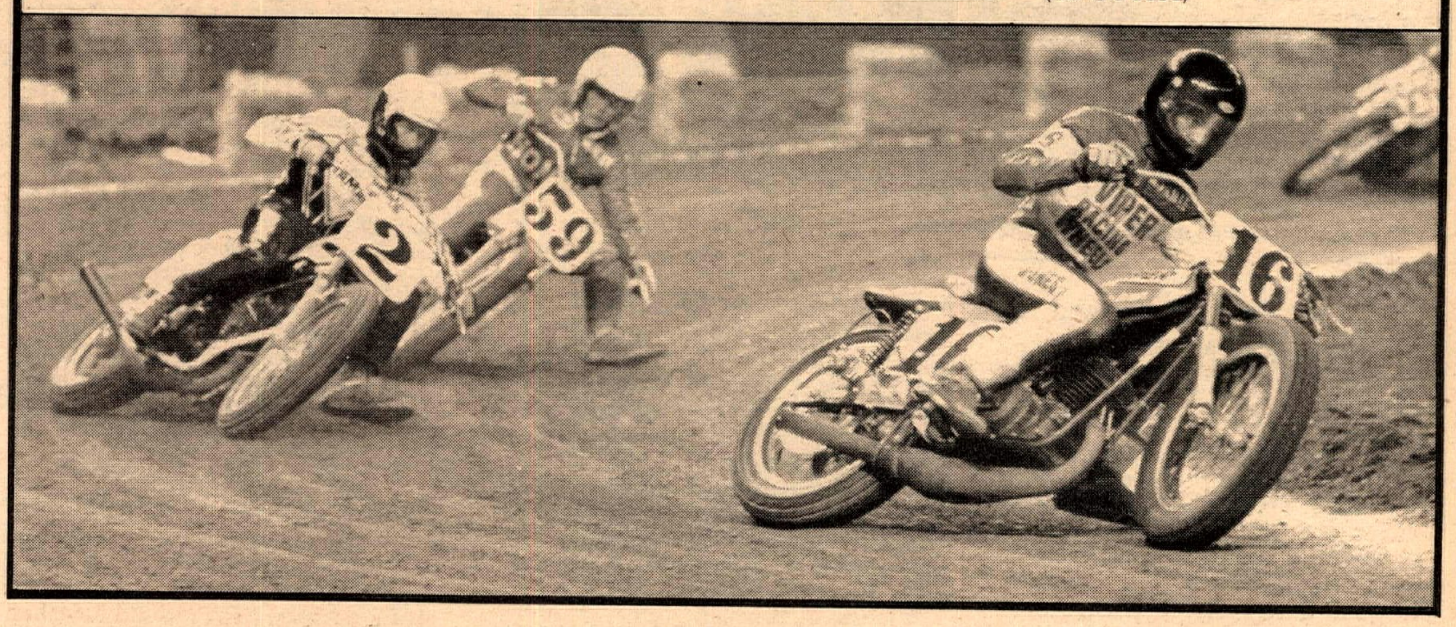

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SEE DETAILS ON PAGE 52

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John W. Wood

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Western hotline

Todd Baldwin styled and won DeAnza's 250cc Pro clash with a 1-1 tally.

closer than usual. In the end it was consistency that netted Tony Camarena (Hon) the top position after a 2-3 score.

The first moto saw Rob Chapman pilot his Yamaha into an early lead while Husky-mounted Keith Dysert was in fifth. Dysert was on the gas, however, and before one lap was complete he held down the number two spot. On the third lap, the lead switched hands and Dysert was on top. In the meantime, Camarena was involved in a race with John Yanchura (Yam) for third place only a few feet behind the leaders. Camarena finally passed Yanchura, but by that time Dysert and Chapman were out of reach. It was at the halfway point that Chapman regained the lead as Dysert dropped out of the race and moved everyone up a spot. At the finish, Chapman was in front followed by Camarena, Tim Cauby (Yam), Mark Branch (Suz) and Todd Schaeffer (Kaw).

In the next moto things were stirred up a little when Chapman didn't show up at the start and Dysert did. But at the end of the first lap Yanchura was in the lead while Dysert was in seventh. Camarena's start was somewhat better in fifth behind Mark Branch and Roy Yoakum (Suz), who suffered from poor luck in moto one and could only manage an 18th. By the third lap both Yoakum and Dysert had come up to fill second and third places behind Yanchura. Dysert bobbled and lost some time while Yoakum moved into the lead, but the race was far from over and Dysert made a hard drive in the last half to finally pass Yoakum just before the checkered flag. Camarena's third place was good enough for top honors over Geoff Sanborn's 7-4 score and Yanchura's 6-5. Schaeffer and Cauby rounded out the top five.

In the Pro ranks it was Todd Baldwin (Yam) who netted the 250cc win with a strong 1-1 score over Fred Combs (Suz) and Chris Tarvin (Hon).

The Open Pro battle was merely a continuation of last week's Jim Lowe/Arden Hadley duel. Last week it went to Lowe after trading wins with Hadley, but this week it was just the opposite with Lowe and his thumper winning the first round and Hadley and his support Yamaha taking round two and the overall.

The 125s had the biggest Pro class and that went to Pat Hubbs, who won inspite of his equipment, rather than because of it. While everyone else was riding the latest slingshots from Japan, Hubbs was mounted on a 1977 RM that would barely pull the uphills. He still made up enough time to finish 2-1 ahead of Varney Holbrook's 1-4.

Results

PEE WEE 1: 1. Bobby David (Suz); 2. Mark Hoopingarner (Suz).
PEE WEE 2: 1. Matt Foster; 2. Buddy Antunez (Suz); 3. Jeff David (Suz).
MINI BEG: 1. Steve Morehouse (Kaw); 2. David Barnard (Suz); 3. Darren Hoopingarner (Kaw).
MINI NOV: 1. Jimmy Palmer (Yam); 2. Mike Finders (Suz); 3. Scott Burns (Suz).
MINI INT: 1. Don Sigrist (Suz); 2. Jeff Schaeffer (Kaw); 3. Richy Galatioto (Suz).
125 BEG: 1. Darrel Batey (Suz); 2. Jim Pearson (Suz); 3. Shaun Hanson (Yam).
125 NOV: 1. David Figueroa (Hon); 2. Dan Bonelli (Hon); 3. Mark Reulman (Suz).
125 INT: 1. Larry Lawrence (Suz); 2. Bart Hitt (Kaw); 3. Danny Purinton (Suz).
125 EX: 1. Patrick Hubbs (Suz); 2. Varney Holbrook (Suz); 3. Kenny Trask (Kaw).
250 BEG: 1. Terry Altmann (Hus); 2. Bob Amy (Yam); 3. Dave Anderson (Kaw).
250 NOV: 1. Colion Utterback (Yam); 2. Butch Baker (Yam); 3. Ron Harrison (Yam).
250 INT: 1. Tony Camarena (Hon); 2. Geoff Sanborn (Yam); 3. John Yanchura (Yam).
250 EX: 1. Todd Baldwin (Yam); 2. Fred Combs (Suz); 3. Chris Tarvin (Hon).
OPEN BEG: 1. Dale McDanel (Suz); 2. Ross Thompson (Yam).
OPEN NOV: 1. Alan Thompson (Yam); 2. Robert Russell (Yam); 3. Steve Holden (Hon).
OPEN INT: 1. Jim Sponseller (Yam); 2. Mile Strickland (Yam); 3. David Aleman (Yam).
OPEN EX: 1. Arden Hadley (Yam); 2. Jim Lowe (Hon); 3. Bill Koch (Yam).
SR VETS: 1. Jim Galatioto (Suz); 2. Tony Pena (Yam); 3. Ron Brehm (Yam).

Lechien, Howell top 1980 CMMC inaugural

By Rod Eschenburg

SAN DIEGO, CA, FEB. 3

Yamaha Motor Corp. rider Ronnie Lechien took up where he left off last season with a four for four Expert Minicycle effort in the inaugural 1980 season race at Barona Oaks Raceway. Kawasaki Motor Corp. rider Sam Storer was the only other Expert rider able to give Lechien any competition, but was unable to lead a single lap — although Sam did manage a holeshot on several occasions.

Storer did come back for a fine win in the Special 105cc Minis, however, over SoCal Kawasaki Intermediate rider Todd Campbell. Campbell, who seems to ahve found a home at Barona Oaks, had an easy time of the Modified Intermediate (12-16) class, but failed to answer the gate in round two of the Stock division and thus Charles Osterday grabbed his first Intermediate win. Hey, before we leave the 105cc class, there was a tremendous fourth place effort by 9-11 Intermediate rider Scott Brown; looks like Yamaha Motor Corp. has made a very good future investment.

The big upset of the day came in the 125cc Expert motorcycle ranks where new Expert "Howlin'" Mark Howell scored double victories over defending 1979 Barona Oaks Champ David McGhee (Kaw). It was four straight for the unsponsored Yamaha rider; are you paying attention dealers? The 125cc Intermediate classes produced the best motorcycle racing of the day though, with the "Kool Kup Kawasaki Kid," Charlie Harries coming up with a squeaker in the Modified division over Alba Honda rider Jon Faure, and Rick Smith (Suz) ran his best ever to defeat hard riding Escondido Yamaha rider Lloyd Thomas two straight in the Stock division.

In Novice 125cc competition, it was Suzuki mounted-Don Seay two for two in the Stock class, and it looked like Seay would do it again in the Modifieds, but "Kool Kup Kawasaki Kid #2," Donnie Harries, was not to be outdone by big brother Charlie and blasted by Seay at the last lap flag of the second moto to score a tie-breaker win.

Returning to the minicycle classes, the very large Novice (12-16) classes produced a complete wipe-out in the Stock with SoCal Kawasaki rider Chris Sparks making his first ever Barona visit a winning one over distant second Robert Discartin (Suz). Discartin, however, was not dismayed as he came back for an equally dominating two-for-two blast in the Modifieds over Lance Barnett.

All through the 1979 season your reporter was talking up the 9-to-11-year-old Intermediates at Barona, and 1980 looks to be an even greater year for these intrepid young men. Not only are the "Titanic Trio" of John Conney, Eric Bjornstad and Frankie Brundage back (along with Suzuki of Indio's Chrlie Taylor) but now we have what appears to be steady appearances by Yamaha Motor Corp. rider Scott Brown and Suzuki R&D rider Brandon Scheider. In the Stock division, Brown scored a come from behind win over Scheider who in turn squeaked out a close second over Escondido Kawasaki rider Bjornstad. In the Modified division Bjornstad took a 2-2 finish to a tie-breaker win over Scheider's 1-3 finish. Brown was sidelined in the first moto, but came back for a second moto win and a 7-1 finish effort to get a triple tie-breaker third over Conney and John Flores.

Barona Oaks has started a Beginners minicycle class for the 1980 season, and a wild time was had by the five riders who signed in, with Byron Powell (Kaw) the smoothest for a two for two win over Mario Balcom and Bucky Ward.

CMMC and Barona Oaks will continue with its first and third Sunday scheduling throughout the year; offering a race program for all Pee Wee, Junior Cycle and minicycle classes as well as 100cc and 125cc motorcycle classes for non-Pro riders under the age of 18.

Results

MINICYCLE CLASSES
STOCK EX: 1. Ronnie Lechien (Yam); 2. Sam Storer (Kaw); 3. Billy Evans (Suz).
MODIFIED EX: 1. Ronnie Lechien (Yam); 2. Sam Storer (Kaw); 3. Billy Evans (Suz).
SPECIAL 105 MINIS: 1. Sam Storer (Kaw); 2. Todd Campbell (Kaw); 3. Kenney Dunlap (Suz).
STOCK INT (12-16): 1. Charles Osterday (Suz); 2. Scott Richeson (Suz); 3. Mike West (Kaw).
MODIFIED INT (12-16): 1. Todd Campbell (Kaw); 2. Charles Osterday (Suz); 3. Danny Ray (Suz).
STOCK NOV (12-16): 1. Chris Sparks (Kaw); 2. Robert Discartin (Suz); 3. Loren Workman (Suz).
MODIFIED NOV (12-16): 1. Robert Discartin (Suz); 2. Lance Barnett (Yam); 3. Dennis Kries (Suz).
STOCK INT (9-11): 1. Scott Brown (Yam); 2. Brandon Schneider (Suz); 3. Thor Bjornestad (Kaw).
MODIFIED INT (9-11): 1. Thor Bjornestad (Kaw); 2. Brandon Schneider (Suz); 3. Scott Brown (Yam).
STOCK NOV (9-11): 1. Jeremy Hughes (Kaw); 2. Steve Hale (Suz); 3. Mike Allen (Suz).
MODIFIED NOV (9-11): 1. Jeremy Hughes (Kaw); 2. Danny Hembree (Suz); 3. Steve Hale (Suz).
BEG (12-16): 1. Bryon Powell (Kaw); 2. Mario Balcom (Suz); 3. Bucky Ward (Suz).
MOTORCYCLE CLASSES
125cc STOCK EX: 1. Mark Howell (Yam); 2. David McGhee (Kaw); 3. Tim Hale (Suz).
125cc MODIFIED EX: 1. Mark Howell (Yam); 2. David McGhee (Kaw); 3. Tim Hale (Suz).
125cc STOCK INT: 1. Rick Smith (Suz); 2. Lloyd Thomas (Yam); 3. Charlie Harries (Kaw).
125 MODIFIED INT: 1. Charlie Harries (Kaw); 2. Jon Faure (Hon); 3. Ronnie Lechien (Yam).
125cc STOCK NOV: 1. Don Seay (Suz); 2. Dirk Doucette (Yam); 3. Randy Rush (Kaw).
125cc MODIFIED NOV: 1. Donnie Harries (Kaw); 2. Don Seay (Suz); 3. Randy Rush (Kaw).
100cc STOCK NOV: 1. Ricky Discartin (Suz); 2. Mike Clark (Yam); 3. Scott Richeson (Yam).
100cc MODIFIED NOV: 1. Ricky Discartin (Suz); 2. Mike Clark (Yam); 3. Roger Hayes (Suz).
JUNIOR CYCLE CLASSES
STOCK (9-11): 1. Steve Hale (Suz); 2. Ray Swearinger (Suz); 3. Jason Barney (Suz).
MODIFIED (9-11): 1. Brad Johnson (Yam); 2. Steve Hale (Suz); 3. Ray Swearinger (Suz).
BEG (9-11): 1. Brad Ward (Suz); 2. Bob Wallace (Suz).
BEG (6-8): 1. Taylor Martin (Yam); 2. Art Sleight (Suz).
PEE WEES: 1. Jamie Conney (Suz); 2. Art Sleight (Suz); 3. Travis Redd (Suz).

Jennings jams to Old Timers GP win

By Bob Alloy

RIVERSIDE, CA, FEB. 3

The Old Timers were off at 10 a.m. on a six-mile loop consisting of pavement, dirt trails, a lot of L-turns, and even a jump, all making for lots of excitement. Our race was the second event of the day and we started from a dead start with a 10-second warning before starting

up our bikes. All classes started in the same race with one minute intervals between divisions. Forty-five minutes and six laps later, it was all over with and finished.

Marshall Jennings of the Masters division took the lead and really did some fine riding. Despite going down on the pavement (ouch!), Marshall quickly recovered and held his lead to finish first. Ray Sanchez held that throttle tightly all the way for the entire six laps and came into a well won second place. Chuck Woody's four stroke Yamaha flew over the pavement to take a good third. Coming in fourth was Marv Olsen and his tempermental Maico that just didn't want to start when it should have.

In the Expert division it was Earl Nichols blasting into the lead. Earl kept high gear all the way to win. Bob Berdyke and his CZ were perfect for this track, and he took a well deserved second place. Third place win belonged to Dick Mosley.

Jim Cooke and his Suzuki were a good match for each other in the Amateur division as he proudly came up with first place. Bob De Miranda got his Maico past enough riders to qualify as second place winner. Third place was won by Glenn Willis.

Bob Anderson took the lead in the Novice division but missed an important turn. It was then Larry Escamilla, despite his little side tour through the pits who came through to take first place. Bob Alloy and Larry Caldron had a battle going on as they exchanged second place positions several times. Bob finally came through to finish second and even took the marking flags with him. Larry came through with a good third place win.

Results

MASTER: 1. Marshall Jennings (Yam); 2. Ray Sanchez (Yam).
EXPERT: 1. Earl Nichols (Yam); 2. Bob Berdyke (CZ).
AMATEUR: 1. Jim Cooke (Suz); 2. Bob De Miranda (Mai).
NOVICE: 1. Larry Escamilla (Hon); 2. Bob Alloy (Yam).

Emerson, Giger, Krumme maul Mothers MX

By Dr. Gonzo

BOULDER CITY, NV, FEB. 3

Lenny Giger, on a Fox Factory-equipped Honda CR250R, decimated the 250cc Pro class at the inaugural Mothers of Motocross event of the 80s. Giger easily won both motos, but not before he had to overhaul Team Valley Yamaha YZ250G rider "Cousin Chris" Howard.

Giger grabbed the lead in the first 250cc Pro moto and was being pursued in close formation by Howard, Mike Hines on a Fox-d-out Honda, Kevin Gashler on a Valley Cycle Yamaha, Neal Mallory (Yam) and MRAN desert shoe Glen Wischmeyer (Suz).

Halfway through the initial lap Giger bobbled momentarily, cutting Howard enough slack to slip by on the inside. For the next five laps Chris put on a death-defying ride as he opened up a slight lead on Lenny. Gashler had moved by Hines for third while Wischmeyer moved past Mallory's ailing scooter for fifth at the halfway point.

Giger was gaining on Howard and made his move on the seventh tour of the course, taking the lead in a section of supercross-style whoops. Lenny held it WFO to the checkers, finishing 20

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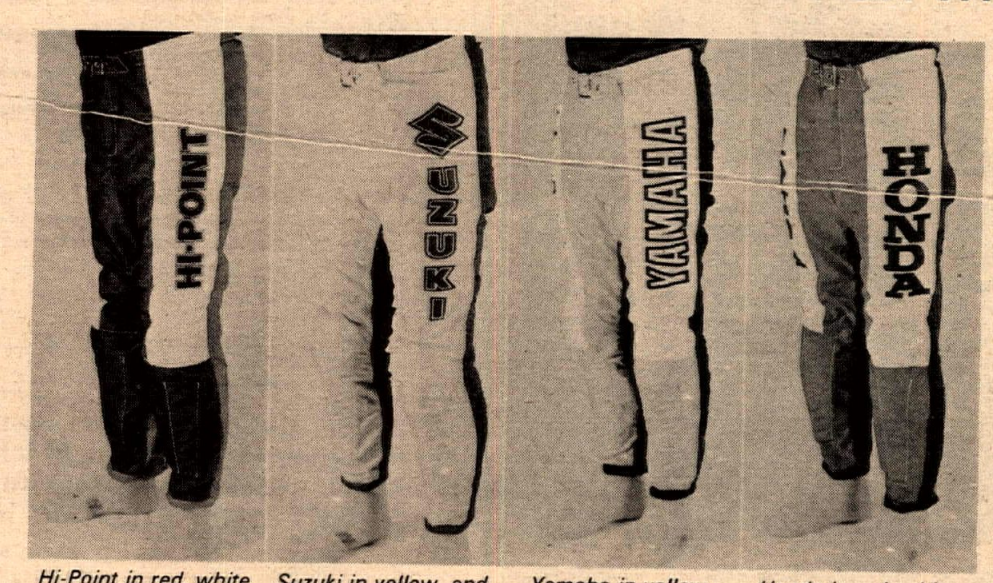

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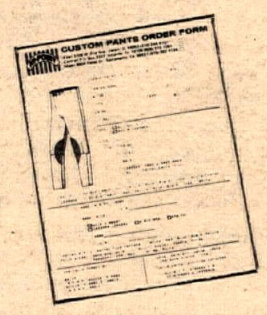

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Lenny Giger leads Chris Howard in the Mothers of Motocross event.

seconds ahead of Howard, who limped in with a blown fourth gear. Gashler remained third, Hines and Wischmeyer finishing 4-5.

With Howard retired, the second moto was a Giger benefit. Gashler pulled the holeshot and learned the true meaning of going fast, riding in front of Lenny for three-quarters of a lap before Giger gassed by off a drop-away jump. With no one to race with, Giger had to be content with roosting around the track, uncorking tape measure jumps and generally tuning up for the upcoming Supercross and 250cc National MX events. Giger took the checkers half a lap in front of Gashler, Hines and Wischmeyer.

The 125cc Pro bash was strictly a two-man race, putting Accuracy Engineering Honda rider Paul Emerson against Team Valley Cycle Yamaha rider Kevin "The Animal" Steele. At the start, Emerson put his CR125R ahead of Steele and never looked back. Steele tangled with Jimmy Krumme and they both went tumbling. Krumme got going minus his visor, but the crash caused Steele's handlebar clamps to loosen which allowed the bars to slip, forcing "The Animal" to cruise at a snail's pace. Emerson powered to the checkered flag unmolested, followed distantly by Accuracy Engineering teammate Krumme.

The second moto was an Emerson benefit, with Steele packing it in, and Krumme the only other rider present with the ability to stay on the same lap with Emerson. Paul was undoubtedly having the time of his showboating on the big jumps, flying through the air with no hands, no feet, getting totally radical to the delight of the encouraging, bloodthirsty spectators.

In the Open Pro class, the winner was yet another Accuracy Engineering rider, Kenny Krumme on a Maico 440 Megaform. Krumme won both motos while Anthony Pasqualotto, also Maico-mounted, posted two seconds. Bultaco Bob Gabriel battled with Krumme for the lead in both motos, but crashed out of the first, and was edged out for second in the final moto by Pasqualotto in the final moto after a tough battle.

The Mothers of Motocross are a group of go-fast moms who have gotten together to organize MX in the Las Vegas area. Not your money-hungry promoter types, these gals are there because they care and want their kids to have a good place to race. Jeanne Saxton, Dee Howard, Doris Giger, Judy Parrott, Mary Lou Kight, Mickey Wendt, Mary "Ralph" Finch, Sandra Robertson and Dee Russell are but a few of the hard-working ladies involved, not to mention the husbands who pitched in.

Utilizing the MRAN, Yucca Chuckers M.C., MX factility in Boulder City, the Mothers did a fine job of coordinating the event. Lenny Giger, Paul Emerson and Greg Andres handled lay-out and preparation of the gnarly circuit that proved to be rough, exhilarating and challenging. Lenny Giger operates a John Deere tractor with the same proficiency he applies to his Fox Honda and each and every rider squirted out at least once on the treacherous tetons he whipped up.

After donating many hours of his time shaping the track, Mr. Andres insisted on paying the $2 gate fee with a $5 bill and told the attendant to keep the change for the kids.

The Mothers have a whole season of events in the works, highlighted by their round of the NMA qualifier series in May.

Results

PEE WEE EX: 1. "King Richard" Saxton (Ita).
PEE WEE AM: 1. Chris Pfatenhauer (Suz).
PEE WEE NOV: 1. Tammy Hoskins (Gil).
JR CYCLE: 1. "King Richard" Saxton (Yam); 2. Jimmy Didler (Yam); 3. Ryan Clark (Suz).
80 NOV: 1. Vince MeBria (Der); 2. Greg Vowell (SWM); 3. Ron Williams (FN).
80 AM: 1. Donny Encinias (Mak); 2. Eddie Bunch (Beta).
80 EX: 1. Johner Kight (Kaw); 2. Shawn Steele (Hon); 3. Jay Lorenzo (Yam).
100 NOV: 1. Ronnie Ramsey (Yam).
100 AM: 1. Mike Heers (Yam); 2. Johner Kight (Kaw); 3. Kevin Heikka (Suz).
125 NOV: 1. Paul Parrott (Hon); 2. Eric Merrill (Hon); 3. Bud Madden (Hon).
125 NOV MODIFIED: 1. David Robinson (Yam); 2. Paul Parrott (Hon).
125 AM: 1. David Saxton (Hon); 2. Rodney Hughes (Kaw); 3. Rob Wendt (Hon).
125 PRO: 1. Paul Emerson (Hon); 2. James Krumme (Hon); 3. Kevin Steele (Yam).
250 NOV: 1. Ron Whipple (Suz); 2. John Popjoy (Zun); 3. Rick Brown (Her).
250 AM: 1. Mark Hitechew (Bul); 2. Fred Riesen (Hon); 3. Mike Maradas (Yam).
250 PRO: 1. Lenny Giger (Hon); 2. Kevin Gashler (Yam); 3. Mike Hines (Hon).
OPEN PRO: 1. Kenny Krumme (Mai); 2. Anthony Pasqualotto (Mai); 3. Bill Spendlove (Yam).
OVER THE HILL GANG: 1. Raunchy Ray Charlesworth (Mai); 2. Phast Phil Koliske (Mai); 3. Dangerous Don McCall (Mai).

Bennett busts up ADRA Gila Bend GP

By Geo.Thermal

GILA BEND, AZ, JAN. 27

With the turn of the decade, the oasis of Gila Bend, AZ, celebrated a half-decade of racing in the streets. This year's Grand Prix was the fifth in a consecutive line of 125-milers held in the tiny ex-railroad water stop some 60 miles southeast of Phoenix.

With the Interstate bypassing to the south, only agriculture activity keeps the town alive. But when the GP hits town, look out. The start is right smack dab in the center of town and a camper city appears early in the weekend. With the ADRA points awards on Saturday night and the usual (and unusual) pre-race tune-ups, the place really jumps. The two taverns adjacent to the start grid do a land-office business. You see, the local population has come to expect a real party. And do they *ever* party.

With the gas crunch becoming a reality (if it isn't already), the 370-rider turnout was very good. ADRA President Phil Aurenhiemer really caters to the family aspect of the riders, running a one-lap, 33-mile class for minis, with 26 entries! Hey, these are the future MX and desert stars. They gotta learn somewhere, and ADRA makes it easy to race at Gila Bend. Experts race four laps, Amateurs the same and Novices and Beginners go three.

The front line of the timed-start event were looking at a 50-yard asphalt straight, followed by a 90-degree left, through a large water hole (soon to be a mud puddle), under a railroad trestle and out to the dusty desert. Even though the desert had substantial rainfall the previous weekend, the sun took it all away but left some out-of-sight s-m-o-o-t-h sand-washes. Basically, the course was a rectangle composed of smooth sand-washes interconnected by fast fire roads, with the final section running down the start-line Gila Bend street. The course passes under the Interstate and seveal railroad trestles which have *not* been raised to keep up with the ever-increasing seat height of the new MX scooters. Sure gotta duck (quack, quack)!

When the flag dropped and the first wave hit the course, it was Bob Ewing (KTM) out in front, closely followed by Riazzi's Italian Garden-sponsored Danny Peloso (Yam) and James Shofner. The second wave of Experts was headed by veteran racer Brian Ross (Yam). Up front in his 10-man wave was virtually unrecognized former National MX Champ Gary Jones (Amx).

On the second lap, previous leader Bob Ewing fell victim to chain problems on his 420 KTM and suffered some "derailleur" action, resulting in a lot of unscheduled down time and a bad attitude. Taking advantage of the situation was Paul Bennet, closely followed by Kent Miller (Yam). After over-shooting a fast corner, last year's winner, Brooks Bartlett, took over third place from Phil Bird.

A really sharp rider will have the relative starting positions of his immediate competition firmly in mind before the start, since the finish is based by the starting time differences. The first man to take the checkered has to be in by a margin greater than the start time differential in order to be "first overall."

One thing about Gila Bend, you see more off-the-wall units than anywhere else. This race has become a tradition. The hot shoes have the big iron, but back in the pack, where the fun racers reside, well, you can find just about anything: B-50 BSA, five-speed Huskys, Hercules, Suzuki TS 250s, DKWs... everything except a step-through Trail 90. Make no mistake, these guys are out to have a good time. And they do. And so do the racers. There are plenty of places to show off and style for the crowd. And that's what was going on. At every crossing, or so it seemed, there were cross-ups, wheelies and what have you. Waterbed magnate Larry Ragland was pulling the front end at every turn, as was Charles Martin and Billy Kelly (who overshot a turn while being a joker).

Probably the "Best Ride" of the event has to go to second place 200cc Novice rider, Barbara Wright, who was 55th overall. ADRA had to cancel their ladies' class due to lack of entries, so Barb had to ride with the men. This is no back-door performance. There were 37 entries in her class. She beat 35 of 'em. Roxanne Gaines beat 32!

When the dust had settled, bikes parked, riders beered and stories told (and re-told), it was Paul Bennet who took home the gold ($699.25 per Troy ounce [12 ounces per pound]) as first overall, first Open Expert. Remarkably close behind (25 seconds) was first 250cc Expert, Kent Miller, whose dad, Dave Miller (Yam) was fourth overall and second Open Expert. If this sounds like a family affair (apologies to Sly Stone), it certainly is. The father and son team of Dave and Kent Miller finished fourth and second respectively; Darrell and Lisa Hutchins took third 250cc Expert and first Trailbike; and last-year's-winner, Brooks Bartlett (third overall) was one of five brothers racing. Rickie Kittrell was seventh mini while his dad, Doug, rode but didn't win anything.

One of the closest races was for the 200cc Expert cup. First place Mike Stewart (Yam) beat out Bob Cline (on a seven-speed Hercules) by only 15 seconds overall. While the Hercules (sounds like a Steve Reeves epic) had all the necessary enduro equipment (lights, license, horn, etc.) it lacked in suspension what it made up in extra equipment.

Probably the best "Boy, I Finally Finished A Race" Award goes to Steve Ransom (KTM) who took the flag after I don't know how many attempts ...as first Open Beginner. Steve rides well enough to run a higher class, but his equipment never rises to the occasion. A new sponsor, Kiwi Enterprises, is supposed to have made the difference.

The final tally had 219 official finishers: 60%. No too bad, considering the length of the laps and the potential for getting stuck in the boonies...and Gila Bend *is* the boonies. This was, by far, the best Gila Bend GP and the race date was perfect. I think ADRA should retain this date, since it comes after the holiday layoff and if the first real event of the year. And it does have "racing in the streets."

Results

TOP 10 OVERALL: 1. Paul Bennett (Open Ex); 2. Kent Miller (250 Ex); 3. Brooks Bartlett (250 Ex); 4. Dave Miller (Open Ex); 5. Darrell Hutchins (250 Ex); 6. Phil Bird (Open Ex); 7. Phil Chunn (Open Ex); 8. Kim Kontillius (Open Ex); 9. Jay Perkins (250 Ex); 10. Brian Ross (Open Ex).
200 EX: 1. Mike Stewart.
OPEN AM: 1. Rich Whitaker.
250 AM: 1. Ted Lewis.
200 AM: 1. Louie Carrasco.
OPEN NOV: 1. Lael Burden.
250 NOV: 1. Tracy Mallory.
200 NOV: 1. Stewart Peters.
OPEN BEG: 1. Stevie Ransom.

250 BEG: 1. Mark Blair.
MINI: 1. Jon Aliano.
SR MINI: 1. Tod Holler.
YOUNG OLDIES: 1. Larry Rgland.
RETREAD: 1. Ray Maurel.
FAB 40: 1. Gene Johnson.
OVER-THE-HILL: 1. Tod Holler.
MOST FUN: 1. "Lucille."

Bernard dabs right to V.O.T.E. win

By Bernard La Plume

SAWTOOTH MTN., CA, JAN. 27 The Valley Observed Trials Enthusiasts January club trials, the first in a series of four club championship events, was held in the mountains just north of the San Fernando Valley. In 80° sunshine the turnout was more than had been expected. While most of the local Experts were traveling south to the San Diego area for the ATA trials, the majority of the 53 entrants were in the Amateur, Novice, and Beginner classes.

The purpose of club trials is to promote the sport with the emphasis being on the lower classes. For this reason most of the sections are ridden by all classes, giving the newer rider an opportunity to observe the better riders in the same sections.

The competition was hot as riders tackled rock, sand, trees, and water. All sections were within walking distance; the first group of sections were located in a small grove of pine trees and collected points from all classes. Sections 4-5-6 and 6A were in a stream bed laden with rocks and cobblestones and required traversing the water several times. G. Conrad's ride of 5-0-5 in Section 6A was only bettered by D. Bernard's 1-5-1 which kept the competition alive. Section seven was at the base of a 30-foot waterfall and saw all classes attempt the climb with different degrees of difficulty. Lots of wet feet here, except on the Women's class as J. Ditson registered a clean. Section eight, "The Tree" saw lots of feet on the ground and almost cost W. Scott a win as B. Watson managed to stay within three points.

The Kids' and Sidecar classes were surprised when they too were directed over the logs and were seen in some very unusual positions. K. Morris managed to stay ahead of C. Scott just long enough to register his first win in the Kids' class. The sidecars were out in force again and the team of Hammid and Jacoby took the top honors while displaying their unique riding style. In second place showing great improvement (just four points behind) was the team of Bernard and Schlatter.

Sections nine-10 and 11 saw the beginner class draw to a close as G. Kapazian stayed only one point ahead of B. Morris after 20 sections.

Trials Marshals for this event were Larry Barr, Boyd Bernard and Jay Sibinger, with a free hot dog, coke or a beer award for coming out. There was no entry fee, 100% trophies to kids, 50% to Sidecars and all other classes and it was close to home. V.O.T.E. monthly club trials have been growing steadily. Watch for our Feb. 17 event — for information call 213/845-3211 or 765-8186 evenings. ●

Results

AMATEUR: 1. D. Bernard, 55 (Mon); 2. G. Conrad, (Bull); 3. K. Hathaway, 84 (Yam); 4. J. Ige, 88 (Yam); L. Barr, 92 (Bul).
NOVICE: 1. W. Scott, 37 (Kaw); 2. B. Watson, 41 (Bul); 3. S. Ross, 62 (Hon); 4. K. Safranek, 72 (Suz); 5. J. Sibinger, 73 (Mon).
KIDS: 1. K. Morris, 40 (Kaw); 2. C. Scott, 42 (Hon); 3. Miller, 43 (Mon); 4. L. Miller, 48 (Yam).
WOMENS: 1. J. Ditson, 43 (Suz); 2. J.R. Hathaway, (Apr).
SIDECAR: 1. Hammid/Jacoby, 26 (Bul); 2. Bernard/Schlatter, 30 (Mon).

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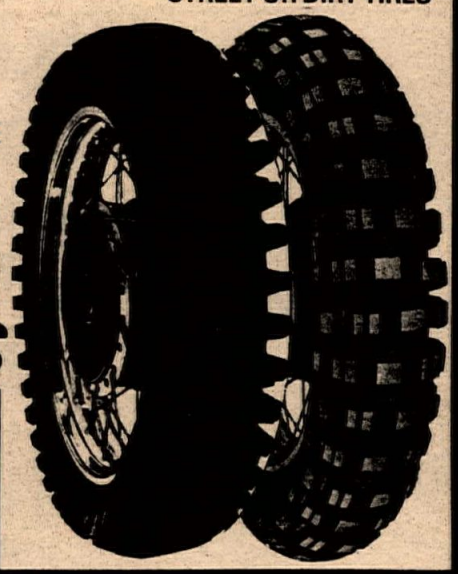

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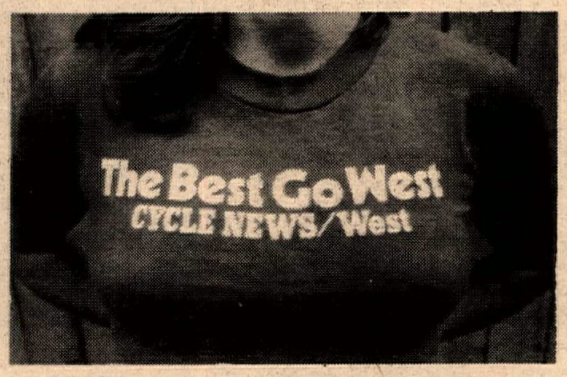

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NORTHERN DATELINE

(Above) Larry Coleman is the current point leader in the 250cc Int. class. (Below) Cory Perrault tries a little stylin'.

Brothers shine in Golden State Series round 5

By Mike Malone

SACRAMENTO, CA, FEB. 2

The Can-Am/CMC Golden State Series made its swing to northern California at Sacramento's Prairie City OHV Park and over 400 motocrossers, including central and southern California riders, made the trek to race on a track designed by Brad Lackey for trophies, thousands of contingency prizes and valuable series points.

Some of the best racing was in the small-bore classes. In division one of the 125cc Intermediates, Gary Hutto (Kaw) pulled a strong holeshot in the first moto and led for three laps around the hilly, tacky course before being passed by Dale Pirlo. He retained his lead until the second to last lap when Hutto found some extra ponies in his KX and repassed for the lead. Halfway through the last lap, Hutto fell, handing Pirlo the lead and moto win. Hutto recovered to take fourth. Cory Cantaloupi and Ed Minton put on inspired rides from the back of the pack to take second and third.

The second moto holeshot went to Ed Minton on his shiny new YZ125. The smallest Intermediate on the track, Rick Ryan (Suz), blew by to claim the lead and the moto win. Minton, after his excellent ride in the first moto, had his chain come off which dropped him out of the top three placings. Lance Coleman roosted his Husky in for second and Allen Silhanek, a former mini star, took third. Ryan took the overall with a 5-1 tally, followed by Gary Hutto on his Kawasaki and Coleman bagged the third place brass and points.

Speaking of the Colemans, Lance's twin brother Larry continued his statewide domination of the 250cc Intermediate class with another overall win. He is the current point leader in this class. Scott Perry (Yam) and "Wailin'" Wayne Snow (Suz) took the place and show positions.

Two other brothers dominated their class by taking the top two trophies. Jim and Bob Beinkter piloted their Yamahas to first and second place in the first division of the 125cc Juniors. Jim took second in the first moto, but in the one that counts the most, he won. Brother Bob tallied 3-2. First moto winner Shane Guernsey (Yam) could only muster a sixth in the final, relegating him to third in the overall standings.

In the minis, George Holland powered his R&D Racing Engines-sponsored Suzuki to the class win in the Modified 12 years and over Expert class. The R&D bikes run so healthy, they sound like 125s. Bobby Moore aced the 12 and over Intermediates on his Pro-Trac Trailers YZ and Jason Prater scored the Junior brass.

In the 11 and under classes, Mark Lewis (Yam) and Tyson Vohland (Yam) took home the first place brass and contingencies. Vohland just ran off from the rest of the Intermediates and Lewis, after blowing up two bikes, borrowed a YZ from his friend Kevin Snider, went out and scored a 1-2 tally for the Junior win.

Another beautiful ride was put in by Debby Jamerson on her husband Bill's 250cc Maico which she piloted to the Women's Division win. Interestingly enough, Debby was considering quitting racing for a while to regroup her abilities and play with her new Porsche 911. Now maybe she'll hang around and race the Maico some more and not the Porsche. Nice ride, Deb.

Promoters Gary and Betty Lewis went all out and supplied a primo racing surface for the riders, aided by the rest of the crack No-Name Promotions crew. The track was both challenging and safe, in keeping with No-Name's past performance.

The series returns to southern California at famed Carlsbad Raceway on February 9 and the finale is at sandy Indian Dunes.

Results

PEE WEE CYCLES: 1. Rene Valles (Suz); 2. Justin Satguta (Suz); 3. Pat Healy (R&D).
JR CYCLES-JR: 1. Chris Neal (Suz); 2. Jamie Wooten (Suz); 3. Jim Lenihan (Yam).
JR CYCLES-INT: 1. Mike Healy (R&D).
MINI STOCK/9-11 JR: 1. Mike Young (Yam); 2. Jason McEnroth (Kaw); 3. Tallon Vohland (Yam).
MINI STOCK/9-11 INT: 1. Tyson Vohland (Yam); 2. Keith Fox (Yam); 3. Mike Healy (R&D).
MINI STOCK/12 & OVER-JR: 1. Ray Friestas (Suz); 2. Ernie Cervantes (Suz); 3. Mike Brown (Suz).
MINI STOCK/12 & OVER-INT: 1. Bruce Brunch (Kaw); 2. Bobby Moore (Yam); 3. Greg Michalec (Suz).
MINI STOCK/12 & OVER-EX: 1. George Holland (R&D); 2. Tim Aston (Yam); 3. Greg Vlahos (Kaw).
MINI MOD/11 & UNDER-JR: 1. Mark Lewis (Yam); 2. Sean Duncan (Kaw); 3. Mike Young (Yam).
MINI MOD/11 & UNDER-INT: 1. Tyson Vohland (Yam); 2. Keith Fox (Yam); 3. Mike Healy (R&D).
MINI MOD/12 & OVER-JR: 1. Jason Prater (Yam); 2. Ray Freitas (Suz); 3. Mike Brown (Suz).
MINI MOD/12 & OVER-INT: 1. Bobby Moore (Yam); 2. Bruce Bunch (Kaw); 3. Todd Hewatt (Hon).
MINI MOD/12 & OVER-EX: 1. George Holland (R&D); 2. Louie Franco (R&D); 3. Tim Aston (Yam).
100cc-JR: 1. David Holmes (Suz); 2. Pat Imperatrice (Yam); 3. Vince Pirlo (Suz).
100cc-INT: 1. Andy Nellinger (Suz); 2. Chris Lewis (Suz); 3. Mark Rouff (Yam).
WOMEN'S DIV: 1. Debby Jamerson (Mai); 2. Tracy Needham (Suz); 3. Kelly Allen (Suz).
125 JR DIV I: 1. Jim Beinkter (Yam); 2. Bob Beinkter (Yam); 3. Shane Guernsey (Yam).
125 JR DIV II: 1. Rob Engel (Suz); 2. Jim Connolly (Suz); 3. Rino Navera (Suz).
125 INT DIV I: 1. Rick Ryan (Suz); 2. Gary Hutto (Kaw); 3. Lance Coleman (Hus).
125 INT DIV II: 1. Ray Tetherton (Suz); 2. Harry Matthews (Yam); 3. Dave Furrer (Yam).
250 JR DIV I: 1. Greg McElroy (Yam); 2. Scott Boek (Hon); 3. Joel Seals (Suz).
250 JR DIV II: 1. Scott McEnroth (Hon); 2. David Mozingo (Suz); 3. Ron DiBasilio (Kaw).
250 INT DIV I: 1. Larry Coleman (Hus); 2. Scott Perry (Yam); 3. Wayne Snow (Suz).
250 INT DIV II: 1. Fernando Valencia (Yam); 2. Gary Krahmer (Yam); 3. Harry Matthews (Yam).
OPEN JR DIV I: 1. Don Hoover (Yam); 2. Ken Post (Mai); 3. Jack McCormick (Yam).
OPEN INT DIV I: 1. Mark Duval (Suz); 2. Wayne Martin (Mai); 3. Ed Defty (Mai).
VETS: 1. Vic Lundberg (Mai); 2. Harvey Dunham (Yam); 3. Dave Hellinge (Yam).
OLD TIMERS JR: 1. Kerwin Brown (Mai).
OLD TIMERS INT: 1. Jim Armada (Mai).
OLD TIMERS EX: 1. Mike Heiberger (Mai).

McCormick and Link endure at Crossup

By Jan Newman

BEND, OR, FEB. 3

Crossup Raceway planned this Team Endurance Race as a trial balloon to see how much interest there would be in reopening the track. The balloon flew! It's no secret that the closure of Crossup over the past few months was due to a number of problems, not the least of which was low turnout. A good turnout and the general attitude today reflected the appreciation of the riders for the chance to ride Oregon's best winter track again. Some of the riders may not know that all those familiar faces they saw scoring, starting, etc. cared enough to donate their time for the day.

With that kind of cheap help it's not surprising the scoring on the first moto got out of hand! I'm only kidding and I'm getting ahead of the events.

The weather was super and so was the track — mostly. There were just a couple of mudholes brought on by a bit of rain and the thawing of the ground after temperatures which dropped as low as -15° F the previous week. The more the sun warmed the morning air, the deeper the mud became.

The team rules were simple. Two riders on one or two bikes rode two-and-a-half hour motos. The Heavyweights were 250cc and over with all others in the Lightweight class. The teams switched riders at their discretion at the start line. Each team was required to have the same number on bikes and helmets, consequently there were a lot of duct tape and black tape numbers.

The Heavyweights started first and by the end of the first lap some of these makeshift numbers were either unreadable or gone entirely. After several laps just about every blob of mud that went by could be recognized by some means (a ripped jersey, red helmet or whatever) but then they started switching riders and bikes. Bad just got worse as the 90 minutes went by.

When it all ended there was some suspicion that the team of Joe McCormick (Hus) and Dave Link (Suz) had won but there was absolutely no way to score it. It was Dale Demaris (whose team probably finished pretty well) who suggested the first moto be thrown out and that scoring be done on the second moto only. Indicative of the mellow attitude of the whole day no one complained.

Ron Long (KTM) got the scratch in the second moto but by the second lap the Link/McCormick team led the way and for 49 laps they were only headed three times — once again by Long, once by the team of Mitch Kirkpatrick and Dave Shepard (Hus) and once by Tracy Lantz and Rick Herbs (Mai). All remained top finishers except Long and his Old Timer partner Jim Newman (Yam), who just wasn't up to the pace set by those young whipper-snappers.

When the Lightweights set out o

"Hey, a quarter!" — unidentified rider at Crossup.

their first moto the scoring was better, partly because of their fewer numbers and partly because those big guys had carried an awful lot of the mud into the pits with each rider exchange.

Randy Thomson and Mike Daniel (Yam) set an insurmountable record. They won both motos (can't do much better than that). Scott Prestwood and Jim Moulton (Yam) picked up a second in the first moto then disastered themselves out of contention with a 10th for seventh overall. Consistency paid off for J.D. Amen and Les Link (Suz) with a fourth and fifth for second overall.

Some credit should be given for the stamina of Tory Sappington (Hus) whose partner, Dave Karmes, was injured early in the first Heavyweight moto. Tory not only finished that one alone, he came back and rode the second one alone and finished 14th.

Thanks to Les and Linda Link for a neat day.

Results

LIGHTWEIGHT TEAMS: 1. Randy Thomson/Mike Daniel (Yam); 2. J.D. Amen/Les Link (Suz); 3. Ron George (Suz)/Rick George (Kaw); 4. Doug Smith/Tony Shieve (Yam); 5. John Cooper/Rob Wagner (Yam); 6. Charlie Hoyle/Tom Hoyle (Hon); 7. Scott Prestwood/Jim Moulton (Yam); 8. Clay Clark/Dan Hendricks; 9. Aaron McCoy (Yam)/Brian Wilson (Hon); 10. Bobby Ellis/Tim Rines (Suz).

HEAVYWEIGHT TEAMS: 1. Joe McCormick (Hus)/Dave Link (Suz); 2. Mitch Kirkpatrick/Dave Shepard (Hus); 3. Tracy Lantz/Rick Herbst (Mai); 4. Bill Dowers/Mark Dowers (Hus); 5. Dale Demaris/Grant Hudkins (Hus); 6. Ken Wheaton/Russ Grant (Hus); 7. Ron Hartsfield/Treve McReynolds (Hon); 8. Jim Newman (Yam)/Ron Long (KTM); 9. Drew Barney/Roger Norris (Hon); 10. Scott Zettle (Yam)/Stuart MacAskill (Hus).

Silva smokes at Huron MX

By Jerry Parsons

HURON, CA, FEB. 3

The rugged terrain and high-speed course laid out for the day's racing hardly seemed a match for the wide-open Yamaha of Doug Silva. Silva showed speed and style that surpassed all others as he dominated both motos of the 125cc Junior class.

When the starting gate dropped, it was Brett Janzen of Pixley pulling the holeshot followed by Mark Gumz (Suz). By the end of lap one Janzen had been overtaken as Gumz took over first with Silva following for second. Gumz began to ride the ragged edge to hold on to the small lead he had gained earlier in the race but was passed by Silva anyway. Gumz, unwilling to settle for second, continued pressing hard behind Silva as they pulled a giant lead over Allen Reed (Suz) who overtook Janzen for third. When the checkered flag dropped it was Silva, Gumz and Reed.

The second moto started much as the first with Janzen pulling the holeshot. By the end of the first lap, Janzen's lead was gone and Gumz took over the first spot with Silva following for second. Silva moved by Gumz shortly after that and started working on his lead. Halfway through the race, Reed had worked his way through the pack to take second place away from Gumz. Silva pulled his lead further from the pack and finished first in front of Reed and Gumz.

Tim Baker, riding a 250cc Honda, put on a show almost as radical as Silva's as he also dominated both motos of his Junior class. Baker began his lead early as he jumped to first place off the start. Warren Frank of Kingsburg moved through the congested first lap traffic to end up chasing Baker's rear fender. During lap three Baker's concentration broke and Frank took first place. Baker, unwilling to take second spot, put the hammer down and passed Frank back. Baker held his lead all the way finishing in front of Frank and Dane Locite.

The second moto started with Baker pulling another early lead, this time followed by Mario Morones (Suz). Baker used his Husky to its fullest as he began to pull a lead over Morones and Neil Hughan (Suz) of Tulare. These positions went unchanged to the finish.

Results

PEE WEE: 1. Eddie Jordan (Ita); 2. Todd Pipes (Suz); 3. Brian Frank (Suz).

80 JR 9-11: 1. Dallen McKinney (Suz); 2. Raymond Hernandez (Yam); 3. Chris Knight (Suz).

80cc JR 12-16: 1. Eric Henley (Kaw); 2. Chuck Dolan (Suz); 3. David Triplitt.

80 INT 12-16: 1. Steven Day (Suz); 2. Richard Griffith (Suz); 3. Richie Pierce (Kaw).

100 JR: 1. Keith Gaynor (Suz); 2. Mike Ewers (Suz); 3. Jeff Craddock (Suz).

100 INT: 1. Joey Rogers (Suz); 2. John Lacey (Suz); 3. Eddie Roberts (Suz).

OPEN VETS: 1. Ronnie Knight (Suz); 2. Ernie Rinson (Kaw); 3. Doyle McCoy (KTM(.

125 JR DIV 1: 1. Doug Silva (Yam); 2. Allen Reed (Suz); 3. Mark Gumz (Suz).

125 JR DIV 2: 1. Darren Vanderpool (Suz); 2. Kirk Gumz (Suz); 3. James Davis (Hon).

125 INT: 1. Randy Brown (Suz); 2. Robbie Hickman (Suz); 3. Steve Lacey (Suz).

250 JR: 1. Tim Baker (Hus); 2. Mario Morones (Suz); 3. Neil Hughan (Suz).

250 INT: 1. Danny Ward (Suz); 2. Tracy Knight (Hon); 3. George Knott (Yam).

OPEN JR: 1. Craig Estrada (Suz); 2. David Aculich (Yam); 3. Brett Hartman (Suz).

OPEN INT: 1. Robert Biggs (Suz); 2. Cooper Wallace (Hus).

Lee Duncan, Jr. had the second moto blues at Tulare.

Silva still hot at Tulare MX

By Jerry Parsons

TULARE, CA, FEB. 10

Lee Duncan, Jr. put in two furious rides at the Tulare Motorcycle Park as he pulled two giant leads in the 80cc Intermediate class only to be plagued by bad luck in the second moto.

The first moto started with Duncan pulling the holeshot followed by Eric Kenley (Kaw) and Steven Day (Suz) who were both going after that first place spot. Duncan began pulling his lead further in the next few laps while a battle went on for second. Trina Wallis (our only girl rider from Wasco) was also jamming as she tried to move by Wesley Furrh (Kaw) who was holding onto fourth spot. Duncan had stretched his lead to a sizeable gap by this time and finished a strong first followed by Henley and Day.

The second moto saw Duncan jump into another early lead only this time Furrh was hot on his tail. Day, who had suffered from a poor start, was running hot and heavy as he worked his way through the pack. Day used his hot streak in the next lap to overtake Furrh for second. By lap four Duncan's lead was gone as he went down after leading his class for most of the day. Day then moved into first followed by Furrh and Henley who had just overtaken Wallis. By the end of the race it was Day first, Furrh second and Wallis who had passed Henley back for third.

The 125cc Junior class got off to a fast start with Doug Silva (Yam) pulling the holeshot. Silva, who has dominated at the last few races, was being pushed hard by Steve Souza of Tulare. Souza, riding hard to overcome his broken bike, was beginning to feel the pressure of Mike Scruggs who wanted second place. By lap five Souza went down in the whoop-dee-dos letting Scruggs take over second. By the finish Silva had pulled a substantial lead finishing first over Scruggs and John Seffing (Suz).

The second moto started with Scruggs pulling the lead followed by Souza and Silva. Souza rode hard and fast, doing anything he could to overtake Scruggs but went down on the next lap. Silva moved into second with Kirk Gumz taking third. Scruggs continued pulling out his lead as Silva and Gumz fought for second and when the checkered flag dropped it was Scruggs first, Silva second and Gumz third. ●

Results

60 JR: 1. Doug Belcher (Suz); 2. Manuel Crumb, Jr. (Suz).

60 INT: 1. Brad Gardner (Suz).

60 EX: 1. Daraz Hernandez (Suz).

50: 1. Todd Swafford (Suz).

80 STOCK JR: 1. Jim Heiser (Yam); 2. Tony Tostie (Suz); 3. Dallen McKinny (Suz).

80 STOCK JR 12-16: 1. Devek Nott (Yam); 2. Chuck Dolan (Suz); 3. Jim Gardner (Suz).

80 INT: 1. Steven Day (Suz); 2. Eric Henley (Kaw); 3. Lee Duncan, Jr. (Yam).

100 JR: 1. Keith Gaynor (Suz); 2. Scott Golding (Suz); 2. Scott Golding (Suz); 3. Phil Northamer (Suz).

100 INT: 1. Pat Wymore (Suz); 2. Joey Rodgers (Suz); 3. James Bennet (Suz).

125 JR DIV 1: 1. Doug Silva (Yam); 2. John Seffing (Suz); 3. Ed Bryant (Suz).

125 JR DIV 2: 1. Danny Woods (Kaw); 2. Brett Janzen (Suz); 3. Alan Reed (Suz).

125 INT: 1. Dennis Cantell (Suz); 2. Randy Brown (Suz); 3. Bill Bogdanavich (Yam).

250 JR: 1. Ricky Nunn (Kaw); 2. Warren Frank (Suz); 3. Mark Sumner (Suz).

250 INT: 1. Tracy Knight (Hon); 2. Stacy Magorian (Hon); 3. Joe Roark (Kaw).

OPEN JR: 1. Craig Estrada (Suz); 2. Randel Fried (Yam); 3. David Grubich (Yam).

OPEN INT: 1. Robert Biggs (Suz); 2. Ernie Reid (Hus).

VETS: 1. Ron Clawson; 2. Lee Drewey (Mai); 3. Joe Roark.

125 PRO: 1. Tony Fazio (Hon); 2. Randy Johnston (Hon); 3. David Manhire (Suz).

250 PRO: 1. Milan Garrett (Mai); 2. Tim Worth (Hon); 3. Damon Webb (Yam).

Central Pipeline

Ron Ainsworth, third place Mini Mini rider, anxiously scans the next turn. Eventual winner Brett Shoumate follows.

(Above) 250cc Novices tackle Turn One. (Below) Future hot shoe Kyle Alford aboard his JR50T.

Hoenshells dominate Oklahoma MX

By Rebecca Sands

OKLAHOMA CITY, OK, FEB. 3

Two hundred and nine riders signed in to compete at Motorcycle Raceways with one group driving all the way from Omaha, Nebraska. One fast and classy rider from Omaha was 125cc Expert Randy Tysor (Yam) who pulled the holeshot in his first moto and *flew* to the checkers. Clay Hoenshell (Yam) chased him but was not able to get around. In the second moto, Hoenshell chose to lead all the way with Tysor ending up second.

A giant mud/ice/waterhole claimed many riders in the back part of the track. Whether you managed to outmaneuver it by going through the one-foot deep rut on the inside or took the outside line, a dip (filled with the same stuff) met you and tried to pitch the back of your bike over your head. Such was the case in the Open Expert class. Brad Bendy (Yam) was out of the gate first, turned around later to check the competition and the only rider following closely was Chuck Hoenshell (Yam). Everyone else had fallen. In the second moto, Hoenshell took the lead and Bendy chased, finishing second. Mike Smith claimed third with 3-3 finishes.

In the 250cc Novice class, 28 riders stormed away from the gate with Rick Hillhouse leading the first lap. Tommy Pickens (Yam), plagued by a bad start, worked up to ride sixth across the line on the first lap and kept pushing, passing Chuck Musgrove, Bobby Munday (Yam) and Hillhouse. He then surged on unchallenged to win. Jerry Barngrover took over the lead in the second moto and held on until the third lap when Pickens, running second, passed to take the lead. Barngrover grabbed second and Jimmy Savage (Kaw) placed third.

Results

MINI MINI: 1. Brett Shoumate (Yam); 2. Shane Reeves (Suz); 3. Ron Ainsworth (Yam).

MINI JR: 1. Tommy Newman (Yam); 2. Darren Reid (Kaw); 3. Dennis Stephenson (Hon).

MINI SR: 1. David Baxter (Hon); 2. Whisperin' Smith (Yam); 3. Bill Fullertol (Suz).

OVER 30: 1. Kenny Butler (Mai); 2. Henry Rhodes (Mai); 3. Don Stephenson (Yam).

BEG: 1. Larry Henderson (Yam); 2. Harry Schultz (Yam); 3. Stan Lacey.

100cc AM: 1. Mike Gilliland (Yam); 2. Dennis Daft (Yam); 3. Greg Baker (Suz).

125 NOV: 1. Mike Gilland (Yam); 2. Scott Roberts (Yam); 3. Troy Graham (Hon).

125 AM: 1. Todd Smith (Kaw); 2. Brad Wahnee (Yam); 3. Lance Crawford (Yam).

125 EX: 1. Clay Hoenshell (Yam); 2. Randy Tysor (Yam); 3. Alvin Myers (Suz).

250 NOV: 1. Tommy Pickens (Yam); 2. Bobby Munday (Yam); 3. Jerry Barngrover.

250 AM: 1. Richard Hopkins; 2. Gerald Sims (Hon); 3. Rick Maconville.

250 EX: 1. Clay Hoenshell (Yam); 2. Jim Thomas (Hon); 3. Jeff Kasper.

OPEN NOV: 1. Matt Oney; 2. Gary Drummond (Hus); 3. James Meinke.

OPEN AM: 1. Marvin Mussyel (C-A); 2. Charles Magness (Mai); 3. Skip Osborne (Yam).

OPEN EX: 1. Chuck Hoenshell (Yam); 2. Brad Bendy (Yam); 3. Mike Smith.

RESULTS

Rough Scrambles Centralia Mud-Slingers Feb. 3, 1980

MINI "A"	
Chuck Barnhart	Suz
John Bean	Yam
Tony Dickinson	Suz
MINI "B"	
Asa Bateman	Suz
Brent Delay	Suz
Pat Schouweiler	Hon
100	
Chuck Ensrud	Suz
Ralph Dunlap	Suz
Ron Larter	Suz
125 "A"	
Rudy Smith, Jr.	Suz
Don Fry	Suz
Billy Curtis	Suz
125 "B"	
John Mroczek	Suz
Al Bacon	Suz
Duane Barnhart, Sr.	Suz
125 "C"	
Dan Sayad	Suz
Larry Karboski	Suz
Jack McNurlin	Hon
250 "A"	
Rick Weidman	Hon
Sam Fetterly	Suz
Mike Sullivan	C-A
250 "B"	
Joe Norman	Hon
Ed Schaletzke	Suz
Dan English	Kaw
250 "C"	
Brian Rice	Kaw
Butch Smith	Kaw
Rod Wheeler	Yam
200	
Ron Norman	Suz
Doug Jacaway	Suz
Mike Mumford	Hon
OPEN "A"	
Buck Murphy	Hon
Tom Poage	Yam
Tom McPherson	Suz
OPEN "B"	
Vince Henning	Suz
Norm Barklow	Kaw
Brian Swart	Hon
OLD TIMERS	
Rick Shepherd	Suz
Don Schouweiler	Hon
Steve Sullivan	C-A

Trials San Diego Trials Riders Barona, CA Jan. 27, 1980

EXPERT	
Mark C. Eggar	Mon
Jeff Fish	Suz
Oli Thordarson	Mon
Matt Pritchard	Bul
Scott Head	Bul
Dave Boston	Bul
Greg Carter	Mon
Andre Plouffe	Bul
Michael Bernbaum	Bul
Rick Bieniak	Bul
Bruce Davis	Bul
David Webster	Bul
AMATEUR	
Mark Oldar	Bul
Jay Peake	Mon
Denny Wolff	Bul
David Ige	Yam
Mike Lauxen	Mon
Dave Wilson	Mon
Mark Bernbaum	Bul
Dennis Nichols	Bul
Clive Hannon	Bul
NOVICE	
John Hollenbeck	Bul
Martin Argo	Bul
Joe Grencius	Bul
Erik Soderquist	Yam
Wayne Mallard	Bul
Keith Klafs	Mon
Bill Tincup	Yam
Michael D. Ruth	Yam
Marc Fox	Mon
Richard Widick	Bul
Brody Widick	Bul
BEGINNER	
Mike Tincup	Yam
Chris Schrater	Mon
Dennis L. Nelson	Suz
Joe Minor	Bul
Charles F. Edwards	Hon
Don D. Ruth	Mon
Jeff Norton	Hon
Chuck Armbrust	Bul
Rusty Peterson	Suz
Stuart Ebert	Bul
Don Pritchard	Kaw
SENIOR "A"	
Jean Fradette	Suz
Gil Smith	Bul
Art Webster	Bul
Jack Heminway	Bul
Jim Boutell	Bul
SENIOR "B"	
"Red" Collins	Mon
Dean Hambrick	Mon
Murray F. Roquemore, Jr.	Hon
Andy Anderson	Mon
Les Peterson	Hon
N. Grencius	Bul
KIDS "B"	
Paul Schrater	Yam
Andrew Tincup	Yam
Jeff Smith	Yam
WOMEN	
Sandy Turley	Yam
Lori Ruth	Yam

Motocross Sand Hill Ranch Brentwood, CA Feb. 3, 1980 By Jeri Hopper

80 NOV	
Chris Plain	Yam
Tony Flores	Suz
80 JR	
Bob Sisco	Suz
100 JR	
David Parkening	Suz
125 NOV	
Greg Frank	Yam
Mark Boggeri	Suz
Tony O'Reilly	Suz
125 JR	
Allen Silhanek	Yam
250 NOV	
Brian Ivey	Hon
Vernon Forsyth	C-A
Mark Boggeri	Suz
OPEN NOV	
Frank Sacher	Yam
Steve Hays	Hus
Greg Smith	Yam
VET NOV	
Doug Parson	Suz
Dave Nelson	Mai
VET JR	
Richard Bettencourt	Yam
OT EX	
Dick Mann	Hon
Jack Lewis	—
OPEN EX	
Pat O'Donnell	Mai
Gary Rabe	Hus

Short Track Sand Hill Ranch Brentwood, CA Feb. 1, 1980 By Jeri Hopper

80 NOV	
Bob Sisco	Suz
80 EX	
Kurt Chandler	Kaw
50 NOV	
Charles Arthur	Yam
125 NOV	
Vance Sherfield	Yam
125 JR	
Bill Aguilar	Suz
VET NOV	
Pen Parks	Suz
VET JR	
Mike Underhill	Yam
250 NOV	
Randy Fisher	Yam
Ron Denapali	Hon
250 JR	
Craig Christian	Yam
250 EX	
Alex Jorgensen	C-A
Danny Moore	Yam
Jeff Buckner	Yam
OPEN NOV	
Chris Riddle	Yam
Don Garroll	Yam
OPEN JR	
Jack Stroski	Yam
Mike Underhill	Yam
OPEN EX	
Mike Farrio	Yam
Tracy Hays	—
John Lavis	Yam

AMA Dist. 38 Desert 1979 Final Points

OPEN CLASS	
1. Jim Ribley	1750
2. Randy Hollenbeck	1590
3. Roger Adsit	1552
4. Jim Nichols	1360
5. Leon Livingston	1346
6. Claude Maynard	1345
7. Harry Brattin	968
8. Craig Coroa	950
9. Pete Pasquariello	940
10. Dale Stevenson	915
11. Kirk Kontilis	848
12. Joe Finger	810
13. Tom Scrimbeour	739
14. Jim Valov	695
15. Scott King	610
16. Alan Klumph	450
17. Robert Larson	450
18. Johnny McDnaiel	449
19. Wade Cottrell	430
20. Dennis Stevens	424
21. Pat Flanagan	410
22. Russ Pringle	395
23. Gary Anthony	391
24. Gary Trainer	368
25. Bob Morton	362
26. Ronald Miller	264
27. Jim Hamm	255
28. John Brewer	236
29. Norman Elsperman	210
30. Allen Blevins	203
31. Jim Lish	192
32. Bobby Galloway	190
33. Steve Mathews	160
34. Steve Meier	155
35. Bill Wheeler	148
36. Fred Angelo	142
37. Bob Martin	141
38. Tim Barlow	140
39. Sal Peluso	140
40. Bill Silverthorn	120
41. George Ryan	105
42. Joe Clymore	103
43. Dan Dibb	100
44. Alan Pfau	83
45. R. W. Stouffer	72
46. Donald Holden	71
47. Teo Visser	70
48. Wayne Cornellus	64
49. James Roiger	57
50. Paul Neumann	50
250 CLASS	
1. Paul Eddy	2050
2. Mark Berger	1550
3. Gordon Clark	1350
4. Richard Secor	1290
5. Robert Falkenberg	1210
6. Bill Carr	1121
7. Tim Martin	1120
8. Fudpucker	960
9. David Grinstein	660
10. Dave Popoff	625
11. Dan Dibb	600
12. Mort Maynard	553
13. Lance Lussenden	500
14. Kirby Weeks	420
15. Greg Poole	415
16. Matt Hope	410
17. Michael Heinkel	400
18. Michael McCurry	385
19. Walter Chapman	382
20. John Robinson	375
21. Lynn Brown	350
22. Craig Rens	330
23. David Giese	315
24. Paul Threckeld	310
25. Rick Ahrens	255
26. Mark Windsor	253
27. Frank Cook	170
28. Michael Stearns	219
29. John Ahrens	205
30. Rick Finger	197
31. Mark Bradford	190
32. Leland Clement	160
33. Lyle Smith	137
34. Joe Martinex	134
35. Randall Farrar	120
36. Ray Beck	115
37. Paul Ahrens	113
38. Robert Krusesky	100
39. Ken Martin	90
40. Andy Marcum	79
41. John Smith	67
42. Steve Basin	67
43. Ed Herrmann	36
44. Bob Reed	24
45. Daniel Camp	20
46. Bob Morton	5
47. Robert Millikan	3
125 CLASS	
1. Donald Mathews	2070
2. H. J. Rinard	1910

(Continued next week)

TROPHY PICKUP

Jackrabbit M.C. Hare & Hound Dec. 9, 1979 Fremont Valley. Any Monday night after 8:00 at 9143 Compton Blvd., Bellflower. 1 block east of Lakewood Blvd. Info. call Ron Wardlow (213) 863-8333. (9)

So. Cal. M.C./Cal City Gran Prix of Nov. '79, trophy belts still available at desert races until March 16th, 1980. Info. call Dick (213) 644-0035. (7)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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MOTOCROSS Carlsbad, CA Feb. 10

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Maico

500cc Pro
1. STEVE RHYAN
Maico
2. DAN TURNER
Maico

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1. SCOTT BURNWORTH
Suzuki
2. JIM HOLLEY
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CALENDAR

CHAMPIONSHIP EVENTS

1980 AMA/Winston Pro Series Schedule

3/9	Daytona Beach, FL/RR
4/12	Sacramento, CA/M
5/4	San Jose, CA/M
5/10	Gardena, CA/H-M
5/31	Louisville, KY/H-M
6/1	Elkhart Lake, WI/RR
6/7	Harrington, DE/H-M
6/15	Loudon, NH/RR
6/20	Hinsdale, IL/TT
6/22	Columbus, OH/H-M
6/29	Braselton, GA/RR
7/5	Topeka, KS/H-M
*7/6	Brooklyn, MI/RR
7/12	Castle Rock, WA/TT
7/13	Sears Point, CA/RR
7/19	Gardena, CA/TT
7/27	DuQuoin, IL/M
8/1	Hinsdale, IL/ST
8/3	Peoria, IL/TT
**8/3	Laguna Seca, CA/RR
8/16	Cedar Rapids, IA/H-M
8/17	Pocono, PA/RR
8/23-24	Indianapolis, IN/M
8/31	Pittsburgh, PA/H-M
9/7	Syracuse, NY/M
9/14	Tulsa, OK/H-M
9/21	San Jose, CA/M
*9/28	Riverside, CA/RR
10/5	Gardena, CA/H-M

* Pending
**Non-National
All dates & locations subject to change

1980 AMA National MX Schedule

3/23	Sacramento, CA/125-250
3/30	Orange, CA/125-250
4/20	Lake Whitney, TX/125-250
5/18	Southwick, MA/125-250
5/25	Mt. Morris, PA/250-500
6/1	Buchanan, MI/250-500
6/8	Atlanta, GA/250-500
6/15	Lakewood, CO/250-500
6/29	Sears Point, CA/125-500
7/6	Washougal, WA/125-500
8/24	Binghamton, NY/125-500
8/31	St. Petersburg, FL/125-500

1980 AMA Supercross Series Schedule

3/1	Atlanta, GA
3/8	Daytona Beach, FL
3/14-15	Houston, TX
4/26-27	Pontiac, MI
5/3-4	New Orleans, LA
5/10	Kansas City, KS
7/11-12	Los Angeles, CA
8/9-10	Philadelphia, PA

1980 Trans-USA Series Schedule

9/21	Lexington, OH
9/28	Buchanan, MI
10/5	New Berlin, NY
10/12	Braselton, GA
10/19	Sears Point, CA

1980 AMA National Enduro Schedule

Western Region

2/24	150 mi. Nat'l Chaparrrals MC Placentia, CA 714/528-3007
5/18	100 mi. Nat'l Lobos, Inc. Oregon City, OR 503/656-5801

Central Region

6/15	100 mi. Nat'l Range Riders MC Grand Rapids, MN 218/326-6772
8/17	200 mi. Nat'l. Lansing MC Lansing, MI 517/374-8193
10/5	100 mi. Nat'l IN/IL/KY Enduro Riders Ass. Evansville, IN 812/867-2937
10/19	100 mi. Nat'l Forest City Riders Rockford, IL 815/399-9233
11/9	Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Eastern Region

3/2	100 mi. Nat'l Georgia Crackers MC Decatur, GA 404/961-0998
3/16	100 mi. Nat'l No. Virgina Trail Riders Centreville, VA 301/937-8186
8/24	100 mi. Nat'l Greylock Riders MC Pittsfield, MA 413/443-6369
8/31	Columbia End. Riders Asn. Columbia, SC 803/356-4556
10/12	150 mi. Nat'l. Enduro Riders Assn. Columbus, OH 614/272-8146

1980 ISDT Qualifier Schedule Two and three day Reliability Trials

3/22-23	Tellico, TN Volunteer Riders Knoxville, TN 615/588-0879
4/12-13	Maplesville, AL Perry Mtn. MC Maplesville, AL 205/366-2682
4/19-20	Tulsa, OK Tulsa Trail Riders Jenks, OK 918/583-5485
4/26-27	Glendale, CA Sunland Shamrocks MC Sunland, CA 213/243-1101
5/10-11	Rose City, MI Bentwheels Comp Club Utica, MI 313/247-1039
5/24-25-26	McMinnville, OR Trask Mtn. MC McMinnville, OR 503/472-3828
5/31-6/1	Bellingham, WA Mt. Baker MC Bellingham, WA 206/734-8631

1980 NMRA Drag Race Schedule

*3/14-16	Gainesville Raceway NHRA Gatornationals Gainesville, FL
4/12-13	Gainesville Raceway Gainesville, FL
*4/25-27	State Capitol Dragway NHRA Cajun Nationals Baton Rouge, LA
5/24-25	New England Dragway Epping, NH
6/14-15	Edgewater Raceway Park Cincinnati, OH
6/28-29	Indianapolis Raceway Park Indianapolis, IN
8/9-10	Fremont Raceway Fremont, CA
**8/27-9/1	Indianapolis Raceway Park U.S. Nationals Indianapolis, IN
10/4-5	Atco Dragway Atco, NJ
**10/18-19	Ontario Motor Speedway NHRA World Finals Ontario, CA
10/11-12	World Finals Gulfport, MS

*Pro Stock Bike event only
**Top Fuel Bike event only

1980 IDBA Drag Race Schedule

4/19-20	Spring Nationals Gulfport, MS
5/17-18	Sunshine Nationals Memphis, TN
6/7-8	Supernationals Louisville, KY
8/16-17	Summer Nationals Washington, DC
9/13-14	Lone Star Nationals Houston, TX

1980 Dragbike! Race Schedule

3/1-2	3rd Annual Florida Natls. DeSoto Memorial Speedway Brandenton, FL
3/29-30	The Last New Orleans Natls. LaPlace Raceway LaPlace, LA
4/19-20	WCCS Opener (1/8 & 1/4) Carlsbad Raceway Carlsbad, CA
4/27	US Bracket & Trophy Champs Houston Intl. Raceway Houston, TX
5/10-11	MidAmerica Opener (1/8 & 1/4) Chandler Raceway Evansville, IN
5/17-18	Spring Natl. Cecil County Dragway, MD (Wilmington, DE)
5/24-25	Dixie Classic State Capitol Dragway Baton Rouge, LA
5/31-6/1	MotorCity Natls. Detroit Dragway Detroit, MI
7/12-13	US Nitro & Bracket Championships US 30 Dragway Gary, IN
7/26-27	Dragbike! Natls. TBA
8/2-3	2nd Annual Garden State Classic Island Dragway Great Meadows, NJ
8/8-9	Bikernationals Black Hills Dragway Belle Fourche, SD
8/30-31	Syracuse Natls. ESTA Safety Park Cicero, NY
9/6-7	Longhorn Natls. Green Valley Race City Dallas-Ft. Worth, TX
9/20	MidAmerica Finals National Trail Raceway Columbus, OH
9/27-28	Southernationals TBA
10/18-19	Okie Classic Tulsa Intl. Raceway Tulsa, OK
10/25-26	Florida State Championships Speed World Orlando, FL
11/1-2	South Central Finals Houston Intl. Raceway Houston, TX
11/22-23	National Finals Gainesville, FL

1980 SCORE Race Schedule

3/21-23	Mexicali 250 Mexicali, BC
6/6-8	Baja Internacional Ensenada, BC
8/21-24	Riverside Off Road Championships Riverside, CA
11/4-7	Baja 1000 Ensenada, BC

1980 AMA National Hillclimb Series

5/25	Egypt, NY
6/1	Jefferson, PA
6/15	Avoca, NY
6/27	Freemansburg, PA
7/20	Chillicothe, OH
8/3	(Nat'l.) Muskegon, MI
8/31	Chillicothe, OH
9/14	Freemansburg, PA
9/21	Jefferson, PA
10/12	Oregonia, OH

1980 AMA Regional Motocross Series

Western Region

7/20	Mulky Park, OR Northwest MX Ent. 503/644-5395; 472-2475

7/27 Washougal, WA
Northwest MX Ent.
503/644-5395, 472-2475

8/3 Sandy, OR
Northwest MX Ent.
503/644-5395, 472-2475

Central Region

3/2 Lake Whitney, TX
Lake Whitney MX
713/482-7593

5/4 Buchanan, MI
Red Bud Rec., Inc.
616/695-6405

5/11 Buchanan, MI
Red Bud Rec., Inc.
616/695-6405

6/8 Herman, NB
Rio Bravo MX
713/482-7593

6/15 Ponca City, OK
Rio Bravo MX
713/482-7593

6/22 Shreveport, LA
Rio Bravo MX
713/482-7593

7/20 Tipton Hills, IA
Tipton Hills Rec., Inc.
319/946-3131

10/5 Lake Whitney, TX
Rio Bravo MX
713/482-7593

10/12 Austin, TX
Rio Bravo MX
713/482-7593

10/19 Lake Whitney, TX
Rio Bravo MX
713/482-7593

Eastern Region

2/24 Gainesville, FL
Road Atlanta
813/522-1513

3/30 Charlotte, NC
Metrolina Speedway Pk.
704/596-4830

4/13 Anderson, SC
Carolina Cycle Riders
803/226-2472

4/20 Atlanta, GA
Road Atlanta
813/522-1513

7/6 M. Morris, PA
Hi-Point Raceway
304/296-4157

7/13 Malvern, OH
Moto Sports Trails, Inc.
216/823-3786

8/17 Brownsville, PA
Hi-Point Raceway
304/296-4157

Tentative 1980 AMA/NATC Observed Trials Series

5/24 Northern CA
5/25 Southern CA
8/30 Ohio
9/1 Alabama
10/4 Colorado
10/5 Texas

1980 AMA Regional Dirt Track Series

Western Region

4/20 Boise, ID/TT
6/27 Clackamas, OR/TT
6/28 Castle Rock, WA/TT
7/13 Clackamas, OR/TT
8/10 Sturgis, SD/H-M

Central Region

7/13 Bridgeton, MI/TT
8/10 Seymour, WI/H-M
8/14 Pecatonica, IL/H-M
9/28 Oklahoma City, OK/H-M

Eastern Region

3/3 Barberville, FL/H-M
3/4 Barberville, FL/H-M
5/26 York, PA/H-M
6/14 Dayton, OH/H-M
8/15 Hamburg, NY/H-M

World Championship Road Race Series

4/27 Austria
5/11 Italy
5/18 Spain
5/25 France
6/15 Yugoslavia
6/28 Netherlands
7/6 Belgium
7/27 Finland
8/3 Sweden
8/10 Great Britain
8/17 Czechoslovakia
8/24 West Germany

World Championship MX Series

125cc

3/30 Netherlands
4/13 Austria
4/20 Belgium
4/27 France
5/18 Yugoslavia
6/8 West Germany
6/15 Italy
6/22 Czechoslovakia
7/6 Finland
7/27 LEXINGTON, OH
8/3 Canada
8/17 Spain

250cc

4/13 Spain
5/11 Czechoslovakia
5/18 West Germany
6/1 Belgium
6/8 Poland
6/15 Soviet Union
6/22 Great Britain
6/29 France
7/13 Netherlands
7/20 NEW BERLIN, NY
8/17 Finland
8/24 Sweden

500cc

4/13 Switzerland
4/20 Austria
5/4 France
5/11 Sweden
5/18 Finland
6/8 Italy
6/15 Netherlands
6/22 CARLSBAD, CA
6/29 Canada
7/20 West Germany
8/3 Belgium
8/10 Luxembourg

World Championship Observed Trials Series

2/24 Belgium
3/9 Spain
5/18 Austria
6/1 France
6/22 Switzerland
6/29 West Germany
7/13 Italy
8/24 Finland
8/31 Sweden

World Championship Endurance Road Race Series

5/15 Assen, Holland/8 hr.
6/15 Nurburgring, W. Germany/8 hr.
6/22 Osterreichring, Austria/8 hr.
7/5-6 Montjuich, Spain/24 hr.
7/27 Suzuka, Japan/8 hr.
8/16-17 Spa, Belgium/24 hr.
9/7 TBA/Italy
9/13-14 Bol d'Or, Paul Ricard, France/24 hr.
9/23 Brands Hatch, England/1000 Km.

Other Major U.S. Events

4/11 Orange, CA
NMA World Mini GP/ Cyclerama 80
8/5-10 Ponca City, OK
NMA National
9/21-27 Wendover, UT
Bonneville Speedweek
10/26 Carlsbad, CA
Superbikers

Other Major Events Abroad

5/5-10 Scotland
Scottish Six Day Trials
6/6-7 Isle of Man
Tourist Trophy Road Racing
6/22 Yugoslavia
Speedway Pairs World Championship
8/16 Ireland
Ulster Tourist Trophy Road Racing
9/5 Sweden
World Individual Speedway Championship
9/7 France
Trophee des Nations
9/14 Great Britain
Motocross des Nations
9/14 West Germany
Long Track World Championship
9/21 Poland
Team Speedway World Championship
9/22-27 France
ISDT

EVERY WEEK

Thursday

R.A.C.E. NIGHT MOTOCROSS
Orange Coun[illegible] International Raceway, Irvi[illegible]A. I-5 at Sand Canyon, I[illegible] at Irvine Center Dr. Gate [illegible]ens 5 p.m., prac. 6, race 7. Entry $15 Pros, $8 non-memb., $6 RACE memb. (admission not inc.). Admission $3.50, students $2.50, children $1. 100% Pro p.b. 30% brass. Info 714/552-5511. (No entry fee for women riders in March, only admission!)

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 E Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, corner Camino Diablo &Vasco Rd. Brentwood, CA. Gates open 5 p.m., prac. 7, race 8. Entry $15 Ex., 80% p.b., $11 Sptsmn $11 30% brass. Spect. $4. D-36 numbers and colors a must. Tom Anderson 415/798-5895; 634-3328.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, Excelsior Rd. S of Mather AFB, Sacto, CA. Gates open 5 p.m., prac. 6, race 7:30. Nov/Int/Pro/Ex 125, 250 & Open in each class. Separate races for Vets, OT & Minis. Pro-Ex cash. 30% brass awarded every race night. 150% Pro p.b. Entry $8. 916/363-2653.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

OKLAHOMA

NIGHT MOTOCROSS
Thunderbird Park, Claremore, OK. NW of Claremore All classes. For info: Leonard Smith, 700 SE 10th, Pryor OK 74361. 918/825-3049.

TEXAS

NIGHT MOTOCROSS
Mosier Valley Night MX, Euless, TX. 8:00 p.m. 214/245 4693.

SHORT TRACK
Ross Downs Short Track, Colleyville, TX. 8:00 p.m. Pro-Am. Located on NE side of Ft. Worth. 21/241-1359.

TEXAS MOTOCROSS
Rio Bravo MX Park, Houston, TX 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. 713/482-7593.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $10, Pros $15. No memb. or mail entry req. 33.33% trophies. 714/495-4771.

SHORT TRACK & TT SCRAMBLES
Perris Raceway, Perris, CA. Hwy. 74 to Ellis Ave., turn west ¼ mi., right on Burton Rd. Beginner thru Pro classes. Money race $8/p.b. Free camping. P.R.C., PO Box 1249, Perris, CA 92370. 714/657-4879.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

OREGON

PARA MOTOCROSS
Mtn. View Cycle Park, Sandy, OR. 5 mi. E of Sandy on Rude Rd. All classes. Gate open 8 a.m., prac. 9, race 10. Entry Pee Wees $5/Nov. $6/Int. $6.50/Pros $10. 100% Pro p.b. For info: PARA, PO Box 365, Sandy, OR 503/666-9438. 668-4851.

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next U.S. Customs Building. Gates open 8:00 a.m.

DE ANZA CYCLE PARK RACING CLUB
MX RACING EVERY SUNDAY—MEMBERSHIP NOT REQUIRED
Member Sportsman $8—Member Experts $12—Non-Member add $2—100% trophies to Minis & Pee Wees—50% trophies to Vets Plus 30% trophies to Sportsmen—Same day brass
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SUPERBOWL OF MOTOCROSS
Atlanta, GA Mar. 1
Kansas City, MO May 10
L.A. Coliseum July 11-12
AMA SANCTIONED

DISTRICT 38 DESERT RACES
Feb. 24 — Dirt Pl[illegible] CANCELLED [illegible] Race
Mar. 9 — IVMC
Family Desert Race Day
Details in the Calendar Section

NMA
NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS
CONTACT: NMA
P.O. BOX 46
NORWALK, CA
90650
213-868-8112
NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE — MOTORCYCLE
MOTOCROSS

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THURS. MARCH 6

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RIDE AWARE
MOTORCYCLE INDUSTRY COUNCIL, INC.

SRA Schedule
FEB. 24 CARLSBAD GP
MAR. 30 RIVERSIDE GP
APR. 20 DE ANZA GP
714-828-1358

AMERICAN MOTO-CROSS A.M.E ENTERPRISES
FEB. 24
INDIAN DUNES
MAR. 2-16
SPROCKETS PARK
AME P.O. BOX 1421, RESEDA 213/881-5778

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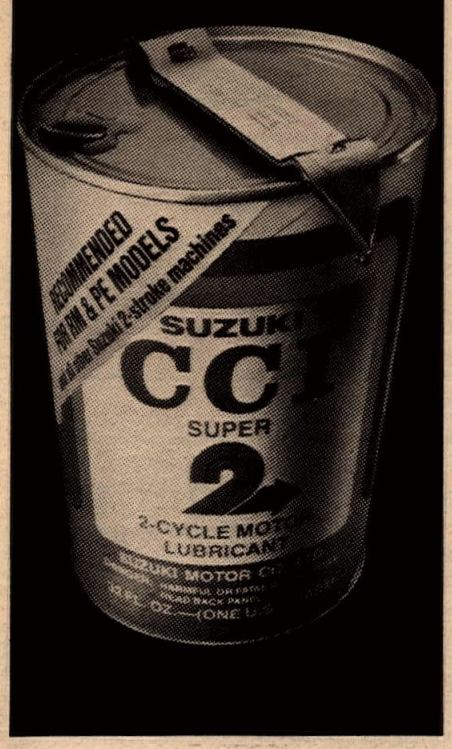

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to 6:00 p.m. Tech at 8. Admission $5 to race or watch. Kids under 12 yrs free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. 213/672-1814.

Sunday

CALIFORNIA

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. no req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7:00 a.m., prac. 8:00, race 9:00 a.m. 714/727-1171.

OREGON

OPEN SPORT RIDING/FLAT TRACK/MOTOCROSS
Sunny Valley Raceway, Sunny Valley, OR. 11 mi. N from Grants Pass on I-5, exit at Sunny Valley, W on Leland Rd. Track open 10 a.m. to dark for $5. 503/479-2405; 476-8829.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

February 22-23-24

4TH ANNUAL LANCASTER CUSTOM CAR & MOTORCYCLE SHOW
Antelope Valley Fairgrounds, Lancaster, CA. R.G. Canning Productions. Info 213/587-5100, 588-1934.

February 23

D-36 SHORT TRACK
Hills Ferry Speedway, Newman, CA. Hwy. 5, east on Newman, Hills Ferry Rd. north, River Rd. west. Gates open 4 p.m. prac. 5-6:15, race 7. Entry $7.50, 2nd bike $5, semi Pro plus $3. D-36 & track rules strictly enforced. Admission $3, under 12 $1. 408/463-0548.

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

AME ATC/ODYSSEY RACE
Sprockets Park, Bakersfield, CA. 58 E to Mt. Vernon exit N. to Sprockets Pk. All classes. Cash p.b. to 1st place. Entry $10. Trophies, prizes. Mike Stanford, 5201 Centaur, Bakersfield, CA 805/833-2523.

February 24

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7:00 a.m., prac. 8, race 9. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

COYOTE DERBY NATIONAL ENDURO
Red Mtn., CA. 9 mi. north of Hwy. 395 on Trona Rd. Only natl. enduro in CA. this year! All classes. Entry $15 A & B, $12 C & Women. Entry & 2 SASE to: Chaparrals MC, 1000 Bernard Dr., Fullerton, CA 92635. Info 714/529-0118.

SECOND ANNUAL PRAIRIE CITY GRAND PRIX
Prairie City OHV Park, Sacramento, CA. Hwy. 50 east to Prairie City exit & follow signs. Classes: 200, 250, Open; Nov., Am. & Exp. $500 purse. Entry $13, $20 post, $20 Exp. Polka Dots MC. 916/961-4044, 988-6090.

10th ANNUAL SOBOBA BENEFIT GRAND PRIX
Soboba Indian Reservation, San Jacinto, CA. 125, 250 & Open classes. Purse: $500, $250, $100. Entry $50 Pro, $25 Sptsmn. Soboba MC, 25942 Clearview Dr., Hemet, CA 92343. 714/925-2171.

SRA GRAND PRIX
Carlsbad Raceway, Carlsbad, CA. E on Palomar Airport Rd. off I-5. All classes welcome. Finisher pins, 20% trophies. Prac. 8 a.m., race 9. Entry $12 mail, $15 post, SRA membership req. Info 714/828-1358.

AHRA ROAD RACE
Willow Springs Raceway, Rosamond, CA. Hwy. 14 to Rosamond. [illegible] mi. All classes, $5000 m[illegible]ins. Pre-entry $9/$18, post $11/$22. Join & race same day. Pat Manning 213/842-7433.

CANCELLED

SDRA MOTOCROSS
Star Track, El Paso, TX. Gate opens 8 a.m., prac. 9:30, race 11. Entry $8 Mini-Mini, $12 Exp., $10 all others. SDRA memb. $2 less. Gate fee $2. Info 915/584-0109.

HILL CLIMB
De Anza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60, Theodore off ramp. "Super hill!" Stock & mod. classes, silencers & kill switches req. Sign up 7-9 a.m. Entry $8. Info 714/653-5840 eve., 653-7979 weekends.

TEXAS TURKEY RUN
Scottsville, TX. 1st race of 4 in AR, LA & TX Championship Series. Hare scrambles w/enduro start. Reg. classes. Race noon. Carlisle Langley 214/668-3120.

MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of Adllanto on Hwy. 395. All classes welcome. Open 7 a.m., prac. 8, race 9. Info 714/235-7339.

FLYING HARE CROSS COUNTRY
Sanders Park, Avenal, CA. 3 mi. N of Avenal, lined from I-5. All classes welcome, 30 trophies, 100% Pro p.b. First race 9:30 a.m. rain or shine. Mail entry $12, post $15, Pros $25. Pathfinders c/o Roger Ritchie, 4307 E. Indianapolis Ave., Fresno, CA 93726. Info 209/864-3168, 224-6093.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail,, $15 post. Mail entry to: CMC, P.O. 1402, Costa Mesa, CA 92626. 714/557-3323.

ARIZONA MX
Canyon Raceway, Phoenix, AZ. 8 mi. W of I-17 & Carefree Hwy. All classes welcome, 100% p.b. Entry $9/$14. Bosch cash drawing for riders using Bosch plugs. Tom Timmons 602/247-8682 ext. 86.

SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All new sand track, D-36 rules enforced, no rider insurance. Entry $15 Expert (80% p.b.), Sptsmn. $11, $4 spectators. Gate opens 6:30 a.m., sign up 7-8, prac, 8:30, race 9. Info 415/798-5695, 634-3328 Tom Anderson.

WASHINGTON'S BIRTHDAY TRIAL
Oak Springs, Hemet, CA. 91 fwy. E to Van Buren Blvd., rt. to end, Hwy. 395/15 E rt. to Hwy. 74 to Hemet, take State St./Rt. 3 15 mi. to Wilson Valley Rd. (dirt), left at fork, left at Reed Valley Rd., approx. 4 mi. to Oak Spgs. SCTA-ATA pts. Ron Benigar 213/863-7179, Gil Smith 714/842-5245, 847-8495.

D-37 HARE SCRAMBLES
Soggy Dry Lake/Bessimer Mine Rd., CA. Limed from "Y" Cafe. Free beer Sat. eve. after 7 p.m., Rescue 3, Ruby Bu Bie finisher pins. Entry $11. Start 10 a.m. Beg. & Trail Nov. go 1 loop. Brush Busters MC. Info 714/524-8164.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

February 28

$20,000 AMF/HARLEY-DAVIDSON DIRT TRACK SERIES SHORT TRACK
Ocala Raceway, Ocala, FL. 8 p.m. AMA-sanctioned. Entries must be rec'd. by Feb. 1. JJ & B Promotions, Attn: Donna, PO Box 500, Daytona Beach, FL 32015.

Feb. 29-March 1-2

27TH ANNUAL SAN DIEGO CUSTOM CAR & MOTORCYCLE SHOW
Downtown Community Concourse, San Diego, CA. R.G. Canning Productions. Info 213/587-5100, 588-1934.

February 29

$20,000 AMF/HARLEY-DAVIDSON DIRT TRACK SERIES SHORT TRACK
New Jacksonville Speedway, Jacksonville, FL. 8 p.m. AMA-sanctioned. Entries must be rec'd. by Feb. 1. JJ & B Promotions, Attn: Donna, PO Box 500, Daytona Beach, FL 32015.

March 1-2

VIEWFINDERS GRAND PRIX
Riverside Intl. Raceway, Riverside, CA. Two 100 mi. races each day. D-37 points, participation & finisher pins, computer scoring, Rescue 3. No play bikes, waterproofing recommended, bikes must be impounded before race. Entries open 1-12-80, close 2-16-80. Mail entry $20, post $35, no refunds, non-transferable. Info 213/258-3358, 962-1927.

TEXAS STATE TRIALS CHAMPIONSHIP
Cemetary St., New Waverly, TX. Rounds 3 & 4. All classes. Sign up 8 a.m., riders meeting 9, start 9:30. Entry $10, inc. land use fee. No late reg., all riders will be expected to judge if asked, primitive camping only. Houston Area Trials Team. Marshalls: James Wipff 713/479-4858, Tony Radford 991-2748.

March 1

$20,000 AMF/HARLEY-DAVIDSON DIRT TRACK SERIES SHORT TRACK
East Bay Raceway, Tampa, FL. 8 p.m. AMA-sanctioned. Entries must be rec'd. by Feb. 1. JJ & B Promotions, Attn: Donna, PO Box 500, Daytona Beach, FL 32015.

D-36 SHORT TRACK
Hills Ferry Speedway, Newman, CA. Hwy. 5, east on Newman, Hills Ferry Rd. north, River Rd. west. Gates open 4 p.m., prac. 5-6:15, race 7. Entry $7.50, 2nd bike $5, semi Pro plus $3. D-36 & track rules strictly enforced. Admission $3, under 12 $1. 408/463-0548.

March 2

$20,000 AMF/HARLEY-DAVIDSON DIRT TRACK SERIES HALF-MILE
Volusia County Speedway, Barberville, FL. 2 p.m. AMA-sanctioned. Entries must be rec'd. by Feb. 1. JJ & B Promotions, Attn: Donna, PO Box 500, Daytona Beach, FL 32015.

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of Dixon on Hwy. 113. All classes, lots of trophies, 100% Pro p.b. Entry $10, Pro $15, gate $3. Gate opens 6 a.m., sign up 7, prac. 7:30, race 9. Buel Campbell 916/678-3592.

REDDING DIRT RIDERS HARE & HOUND
Municipal Airport Recreation Area, Redding, CA. E of Redding off Airport Road. Classes: 0-100Jr. (15 & under), 125, 200, 250, Open, OT. Under 18 must be w/parent or guardian, silencers & 3 number plates req., no kick or ctr. stands, no pit riding. 20 min. heats. Rain date 3/9. Entry $5/class, $3 gate, under 10 free. Info 916/243-3912 days, 549-3892 eve.

AMA SPRING CLASSIC SPEEDWAY
Inland Motorcycle Speedway, San Bernardino, CA. San Bernardino Fwy. to Orange Show Rd. exit. 3 track series, $10,000 purse. Entry $7, mech. $5. Spect. $5, 6-12 $2.50, under 5 free. Start 2 p.m. American Raceways, Inc., PO Box 3072, Arcadia, CA 91006. Info 213/446-2241.

ITA TRIALS
Saddleback Park, Orange, CA. ITA championship, 1 of a kind trophy, best 7 out of 12 trials. All classes + 1st time Beg. class, purse 40%, medals. 1st Sun. each month. Entry $7. Jean Tradette 714/879-0570.

MRA 2 HOUR MARATHON
Medford Moto-X Park, White City, OR. Table Rock Rd. to Kirkland Rd. Minis only will race regular motos & not 2 hr. Gates open 7 a.m., prac. 8, race 10. Entry $9. Monty Price 503/664-5794, 6241.

CONCHO ENDURO
For info: 3711 Robinhood Trail, San Angelo, TX 76901. Garland Holloway. 915/949-8382.

SPEEDWAY RACES
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lugonia St., btwn. Main St. exit & Railroad Cyn. Rd. Gate & entry fee $9. Sign up 8-10 a.m., race 10:30. Min. 16 riders. Open prac. 1:30. TT, MX prac. & open riding also. 714/688-2083, 676-4024.

CRC MOTOCROSS
Indian Dunes [illegible], CA. I-5 to H-12[illegible] [illegible]asses. 2 long mo[illegible]n for Pros. 2 motos & [illegible]ass for Sptsmn. Entry $10/$17 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

M/C TIRE WORKS $2000 MX

SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All new sand track, D-36 rules enforced, no rider insurance. Entry $15 Expert (80% p.b.), Sptsmn. $11, $4 spectators. Gate opens 6:30 a.m., sign up 7-8, prac. 8:30, race 9. Info 415/798-5695, 634-3328 Tom Anderson.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac, 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry. to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, gates open 7 a.m., prac. 8, race 9. Entry Spts. $10/Pros $13. 30% brass. p.b. to Pros. AME lic. req. Free o/n camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry $10, yearly membership $15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

March 3-4

$20,000 AMF/HARLEY-DAVIDSON DIRT TRACK SERIES HALF-MILE
Volusia County Speedway, Barberville, FL. 8 p.m. AMA-sanctioned. Entries must be rec'd. by Feb. 1. JJ & B Promotions, Attn: Donna, PO Box 500, Daytona Beach, FL 32015.

March 7-8

$20,000 AMF/HARLEY-DAVIDSON DIRT TRACK SERIES SHORT TRACK
Daytona Beach Memorial Stadium, Daytona Beach, FL. 8 p.m. AMA-sanctioned. Entries must be rec'd. by Feb. 1. JJ & B Promotions, Attn: Donna, PO Box 500, Daytona Beach, FL 32015.

March 7

MOTORCYCLE SWAP MEET
National Orange Showgrounds, San Bernardino, CA. 6 p.m.-11. 8' x 10' selling space costs $15, prime frt. locations $25. Reservations must be made in advance. R.G. Canning's Show Headquarter, PO Box 400, Maywood, CA 90270. 24 hr. info 213/588-0763.

March 8-9

RUSS DARNELL JUNIOR & MINICYCLE MX SCHOOL
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. Entry for 2-day session is $50/student. All training & teaching is done on the bike, on the track. Classes limited in size, make reservations early. $10 deposit will reserve. Entry fee does not inc. daily gate fee charged by track. For info & reservations: Russ Darnell, 9225 Telfair Ave., Sun Valley, CA 91352. 213/767-1854, 848-2995.

March 8

AMA SPEEDWAY SPRING CLASSIC
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. 21 events, ¼ mi. dirt track. Pit gate opens 5 p.m., 1st race 8. Admission $5, 9-12 $2.50, under 9 free. Agajanian Enterprises 213/321-5323, 323-5055.

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

D-36 SHORT TRACK
Hills Ferry Speedway, Newman, CA. Hwy. 5, east on Newman, Hills Ferry Rd. north, River Rd. west. Gates open 4 p.m., prac. 5-6:15, race 7. Entry $7.50, 2nd bike $5, semi Pro plus $3. D-36 & track rules strictly enforced. Admission $3, under 12 $1. 408/463-0548.

AME ATC/ODYSSEY RACE
Sprockets Park, Bakersfield, CA. 58 E to Mt. Vernon exit N. to Sprockets Pk. All classes. Cash p.b. to 1st place. Entry $10. Trophies, prizes. Mike Stanford, 5201 Centaur, Bakersfield, CA 805/833-2523.

March 9

D-38 FAMILY DESERT RACE DAY
Yuha Basin, CA. Everybody welcome, no memb. req. Los Exploradores, restrooms, BLM-approved, silencers req. Sign up 7-9:30 a.m., riders meeting 9:30, race 10 (hare scrambles-20 mi. loop), 1 p.m. (minis-separate course), 1:45 (3 wheelers). D-38 pts. Entry $12 hare scrambles, $5 mini & 3s. IVMC, Bush Eaters MC & Fudpucker Racing Team. Info 714/427-5759. 24 hr. race line 292-1094.

D-36 HARE SCRAMBLES
Hollister Hills ORV Park, Hollister, CA. Spark arrestor req. 125, 250, Open, OT & Vets, entry $13, spect. $2. Sign up 6-7 p.m. Sat., 8-10 a.m. Sun., race 11. Free O/N camping. Los Gatos MC. 408/268-8643.

SIDEWINDERS ENDURO
For info: 220 East Huff, San Antonio, TX 78214. Milton Wendrock. 512/927-4136.

CRC HOBO 100 ENDURO
Anderson Dry Lake, Lucerne, CA. CRC enduro pts. B women, C under 16 & Minis go 1 loop. C riders & A women go 2 loops. A & B go 3. No late pts. on loop 1 for 2 & 3 loops riders. 1st loop easy, 2nd fun, 3rd tough. Entry $13, post $16, non-mem. add $4, 2 & 3-man teams add $1/rider. Mail entry & 2 SASE to CRC, 7601 Arlington Ave., Riverside, CA 92503. Info 714/689-6114.

March 16

RED GARTER ENDURO
Ballinger Canyon area, CA. Golden State & Western Region Series Championship, D-37 pts. Street-legal enduro, spark arrestors req., sound test 99db A @ 20 in. Over 110 mi. long. O/N camping. Entry $14, $3/team. Mail entries w/2 SASE to Dirt Diggers MC, Box 314, Woffords Heights, CA 93285. Info 714/376-2128.

Road Runs

May 24-25-26

SCMA 4th ANNUAL US MOTORCYCLE JAMBOREE
Kern County Fairgrounds, Bakersfield, CA. Booth space for dealers & organizations. Seminars, films, field meets, trophies, awards, dance band, etc. For info: U.S. Motorcycle Jamboree, PO Box 4481, Carson, CA 90749. 213/540-5452.

May 31

PASADENA MC GREENHORN ROAD TOUR
Rose Bowl, Pasadena, CA. 500 mi. overnighter to Lake Isabella & Kernville. Poker run w/prizes, finisher pins. Entry $7, discount to SCMA riders. Start 6-9 a.m. Don Todd 213/797-2191.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

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MAR. 16-Indian Dunes MX
MAR. 23-Saddleback Park MX
MAR. 30-Indian Dunes
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RACERS Hot Line 213-598-0615

Feb. 24 — Brush Busters Hare Scrambles
Feb. 24 — Chaparrals Enduro
Mar. 1&2—Viewfinders Grand Prix
Mar. 9—Inv[illegible] Canceled [illegible]are & Hound
Mar. 9—Sunrise Cycle Moto Cross

Who, what, where and how much? See Want Ads

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714-888-2505
ONTARIO
1520 W. HOLT BLVD.
ONTARIO, CA. 91762
714-983-8210

CRC MOTOCROSS RACE SCHEDULE
Feb. 24 — Saddleback
Mar. 2 — Indian Dunes M/C Tire 2000
Mar. 9 — Saddleback
CRC Membership Required
213-830-7519

Pacific Coast Sportcycle
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CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
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info: 714-495-4771

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WANT ADS

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Excellent opportunity in one of Southern California's most successful dealerships. Permanent position, must be experienced with Honda or Suzuki. Very lucrative commission program. Call Leo or Wally at SOUTH LYN HONDA-SUZUKI, 9735 Long Beach Blvd., South Gate, CA 90280. (213) 564-5666. (7)

Service Manager
For Honda Dealer in Southern California. Excellent opportunity for reliable person interested in good customer relations with total knowledge of motorcycles. Must be willing to direct and oversee mechanics. Send resume to: CYCLE NEWS, Dept. XX, P.O. Box 498, Long Beach, CA 90805. (7/TFN)

Mechanic/Lakewood Honda
Great pay and benefits. Call Barry (213) 860-1354. (7/TFN)

Experienced Yamaha Partsman
(213) 635-8058. (40/TFN)

Motorcycle mechanic
Position open immediately with largest Yamaha, Kawasaki dealer in Western Kansas. 5 day work week, year round employment. Experience or trained and have own tools. Salary + commission according to experience. Call or send letter detailing experience. Atten: Tom BOOTHILL SPORTS CENTER, 1310 S. 2nd St., Dodge City, Kansas 67801. (316) 227-8424. (7)

Honda M/C Parts Person
Experienced preferred. Call Earl at HONDA WEST. (714) 531-0742 or (213) 924-6006. (7)

Warehouse Man/Driver
San Fernando area distributor seeking warehouse man/driver. Knowledge of MC parts is preferred, but will train aggressive person. Good pay and benefits. Immediate opening. Call Jim at (213) 884-6732. (7)

EXPERIENCED SUZUKI parts man wanted. COLE BROS. MOTORCYCLES, N. Hollywood. Ask for Wes (213) 980-3715. (7/TFN)

Honda Service Manager
Excellent growth opportunity. Experience preferred. Compensation negotiable. Call Al (302) 697-3224. (8)

Wanted Kawasaki Mechanic
Experienced only. (213) 967-4181. Ask for Jim or Mel (41/TFN)

Santa Barbara job
Accessory shop in Santa Barbara has opening for salesman. Retail experience required. Must be street oriented, mechanically inclined, general sporting good knowledge helpful. Apply atten: Denny, GREAT OUTDOORS, P.O.B. 518, Goleta, CA 93017. (805) 964-5313. (8)

Honda mechanic wanted
Full time position open to experienced motorcycle mechanic. Apply or send resume to BILL BROWNELL HONDA, 231 Nord Ave., Chico, CA 95926. (916) 342-4216. (9)

Experienced parts person
Kawasaki, Husqvarna & BMW parts experience necessary. Contact Ed at ED SHAVER'S WEST CYCLES, 24364 San Fernando Rd., Newhall, CA 91321. (805) 255-1335. (6/TFN)

Honda mechanic
Excellent working conditions. 50/50 commission. Up to $1,000.00 possible. Insurance & benefits provided. Call Frank or Brad (714) 957-1966. (6/TFN)

Parts Manager
Experience and references required. BARGER HARLEY-DAVIDSON, Canoga Park. Call Loretta at (213) 999-3355. (45/TFN)

COLORADO — NO SMOG
New Kawasaki dealership needs aggressive mechanic and aggressive salesperson. Send resume to ACADEMY CYCLE, 6155 N. Academy Blvd., Colorado Springs, CO 80907. (303) 599-3436 ATTEN: Steve. (9)

NEEDED — EXPERIENCED Parts Service Manager and Salesman. Send resume c/o CYCLE NEWS, Dept. NG, P.O. Box 498, Long Beach, CA 90801. (7)

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Mechanic wanted
Kawasaki & Husqvarna experience necessary. Contact Ed at ED SHAVER'S WEST CYCLES, 24364 San Fernando Rd., Newhall, CA 91321. (805) 255-1335. (6/TFN)

Very progressive Honda only store.
Must be experienced, aggressive, know D.M.V., Ins. and trades. High commission, excellent benefits, and possible Sales Manager position. Must have references. HONDA PENINSULA, 1289 W. El Camino, S/Vale, CA 94087. (415) 968-1438. (9)

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Honda-Triumph dealer needs experienced person for this position. Call and ask for Gene at SHERMAN OAKS HONDA-TRIUMPH, 14460 Ventura Blvd., Sherman Oaks, CA 91423. (213) 788-2251. (8)

Yamaha Motorcycle Salesmen
Experienced salesmen wanted for San Diego County Yamaha dealership. Good location. LUCKY YAMAHA (714) 465-5023. (7)

Honda Mechanic
Experienced + references necessary. CALIFORNIA HONDA — Ask for Tom (213) 272-3559. (10)

AGGRESSIVE, EXPERIENCED motorcycle salesman wanted. Excellent company benefits. Call Jerry at HONDA-BMW OF BURBANK (213) 843-0486. (10)

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EXPERIENCED SUZUKI mechanic wanted. (213) 980-3715. Ask for Andy. (8)

Help Wanted:
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$356 WEEKLY GUARANTEED: Work 2 hours daily at home ($178 for one hour daily). Free brochure. SWH/AAHIP, 4623 Lyndale Ave., N. Minneapolis, MN 55412. (14)

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San Diego County Yamaha dealership needs experienced Yamaha Service Manager. Excellent pay plan — modern shop. LUCKY YAMAHA (714) 465-5023. (7)

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PARTS PERSON — EXPERIENCED in Honda and Suzuki motorcycles. Good pay, benefits, advancement. Contact Jim Hutchler at HONDA-SUZUKI OF SAN FRANCISCO (415) 771-4535. (8)

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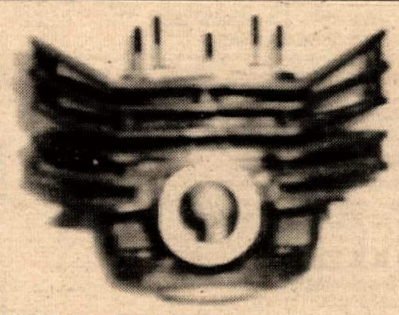
Terry Kit, front forks, White Bros. Mono, new top end, standard K and N filters, excellent cond. $695.00. (714) 842-1381. (7)



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Ex Ron Pierce. Mags, low time engine, a good strong bike in excellent shape. $5000.00/negotiable. (714) 620-5520. (8)

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Immaculate, used very little + sprockets, some extras, $1200. Will consider trade for Husky WR. Also have leathers, $250. (213) 598-4969. (7)

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Luft reservoirs, alum. silencer, much more trick stuff. Excellent condition, must see. $1000.00. Ask for Kelly or leave message. (213) 519-0576. (7)

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Works shocks, VDO Speedo, CR/OR pipe and spark arrestor. (213) 843-0926 or (213) 662-2015. (7)

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1978 CRRC Formula IV Expert Champ. Fresh top end, some spares. Call Mark Rodriguez; (713) 483-2024 or (713) 481-2430. (7)

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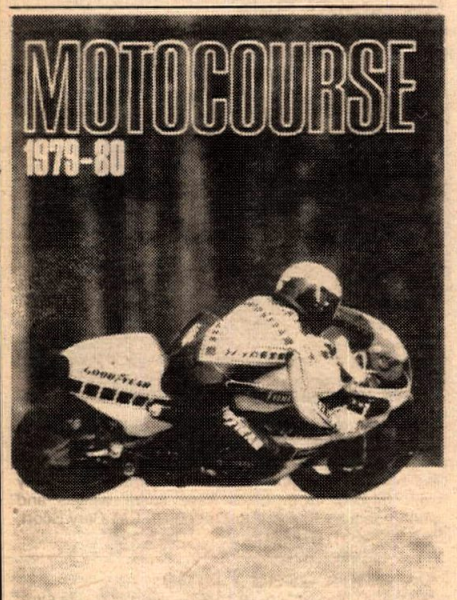

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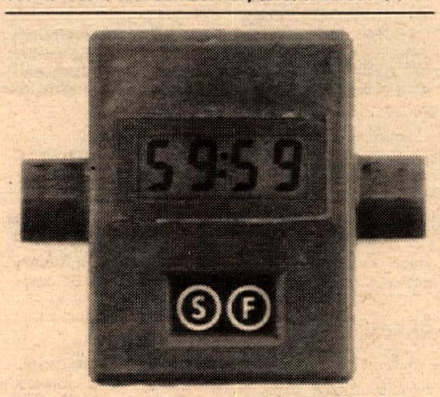

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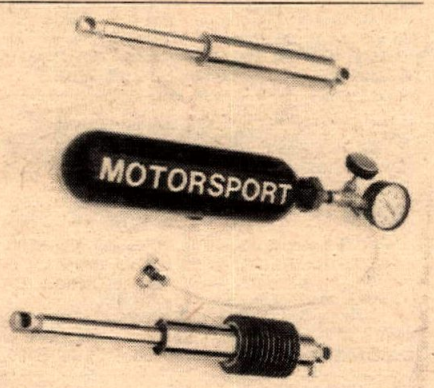

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Fast & dependable, Works forks + shocks, super great deal at $900.00. (714) 897-4779. (7)

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Yamaha IT 175 '79	9.25"
Yamaha & Suzuki 80 '79	8.3"
Yamaha & Suzuki 80 '78	7.5"
Yamaha YZ 50	6.5"
Suzuki RM 100 '79	10"
Suzuki RM 125/400 '79	12"
Suzuki RM 250/400 '78	10"
Suzuki RM 125 '77, '78	10"
Honda XL 250/500 '79	9.5"
Honda XR 250/500 '79	9.25"
Honda XR 185 '79	9.25"
Kawasaki KLX 250 '79	10.75"
Kawasaki KX 125/250 '79	11"
Kawasaki KX 80 '78	8.3"
Husky '77, '78	11.5"

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(714) 738-1503

is 1524TRI-I. The KTM's engine number is E-6-5410386 and the frame number is KRP0014. The van was a '76 Ford, white with an orange stripe. If you have any information, contact Todd Tracy, Route 2 Box 187 I, Cour d' Alene, ID 83814, 208/772-7307.

Confirmed entries for the Feb. 24 AMA Coyote Derby National Enduro, presented by the Chaparrals M.C. include Dick "King Richard" Burleson, Drew Smith, Jack Penton, Ted Worrell, Larry Roeseler, Kevin Lavoie, John Fero, Rick Munyon, Mike Hannon and Ted Leimbach. That's the only AMA National Enduro in California this year, so if you want to see these guys perform miracles on two wheels...need we say more?

A trailer containing much of road racer Carter Alsop's personal belongings was broken into recently while it was parked behind Spoooge Engineering in San Carlos, CA. Included in the missing belongings were three sets of leathers (including her two yellow and black Dunlop Tire outfits), ABC boots, a Bell Star helmet, a KRW helmet, 4-5 pairs of MXL gloves, a host of jackets and T-shirts, plus lots of tools and gas cans. Anybody knowing anything that can help Carter regain her posessions is urged to get in touch with her through *Cycle News*.

AMA/Winston Pro Manufacturer Point Standings find Yamaha on top with 40, followed by Honda (25), Harley-Davidson (20), BSA (16), Bultaco (10), Can-Am (8) and Ossa (7).

For the first time, riders will have to qualify for the Bell Superbike 100, Daytona's AMA Superbike Production event, to be held on Friday, Mar. 7 on the famous tri-oval. Over 100 entries have been received for the 80-man field, according to Bell Helmets' Bill Kniegge. Among the 100-plus road racers going after the $15,000 in contingencies alone are Gregg Hansford, Dave Aldana, Wes Cooley, Ron Pierce, Steve McLaughlin, Freddie Spencer, Richard Schlachter, Harry Klinzmann and Eddie Lawson.

Texas MXer Alice Groves lost her '78 MX-4 Can-Am to a thief recently. The bike sported Fox AirShox and an aluminum silencer among other goodies. The serial number is 8864-000920. Seen it? Please phone Alice at 214/642-0409 or Lynn Nickerson at 214/434-2555.

Speedway! The Spring Classic Series, a three-race program featuring most of the American riders who have been competing in Europe, will begin Mar. 7 at Costa Mesa, move to Ascot for a Mar. 8 evening event and wrap up the following afternoon with a 2 p.m. San Bernardino finale. The regular Costa Mesa program will get underway on Apr. 11 for a summerful of Friday night speedway-speedway-speedway!

The April 19 Annual Trailblazers Banquet, a gathering of earlyday motorcycling enthusiasts will be paying tribute to those tuners who made names for themselves in the pre- and post-World War II era. This year's get-together will again be held at the Brookside Country Club (in the shadow of Pasadena's Rose Bowl) at 1133 North Rosemont. Bench-racing kicks off at 5 p.m., with a prime rib dinner served at 7 p.m., followed by the 'Tuners Hall of Fame' program. Tickets for the banquet are available at $13.50 per person. Send your reservation (and check made payable to Trailblazers) to: Earl Flanders, 1127 E. Del Mar Ave., Apt. 139, Pasadena, CA 91106. Deadline for reservations is Monday, April 14th. Your tickets will be waiting for you at the banquet.

KTM's Bob Balentine held off a strong challenge from Husky-mounted Kem Park to win the Four Aces AMA D-37 hare and hound on Feb. 17. Balentine reportedly had some difficulty following the course after rains washed away the lime and arrows, leaving only ribbons for marking. Park's runner-up finish was good for first 250cc Expert.

Dragbike! notified us that the Dragbike! Nationals on July 26-27 will take place at a site to be announced later. Also, November 1-2 becomes an open date.

The Golden State Enduro Championship will consist of the following seven D-35, 36 and 37 enduros: Coyote Derby (2/24, Chaparrals M.C.), Red Garter (3/16, Dirt Diggers M.C.), Clear Creek (3/23, Merced Dirt Riders), Fools Gold (4/26, CERA), Hi Mountain (5/11, Cal Poly Penguins), Jackhammer (10/26, Oakland M.C.), and the Last Chance (12/7&8, California Enduro Association). Scoring will be by AMA Regional rules with one throw-away ride. The top five riders in each class will receive awards and the 200, 250, Open, Senior A and overall champions will be determined.

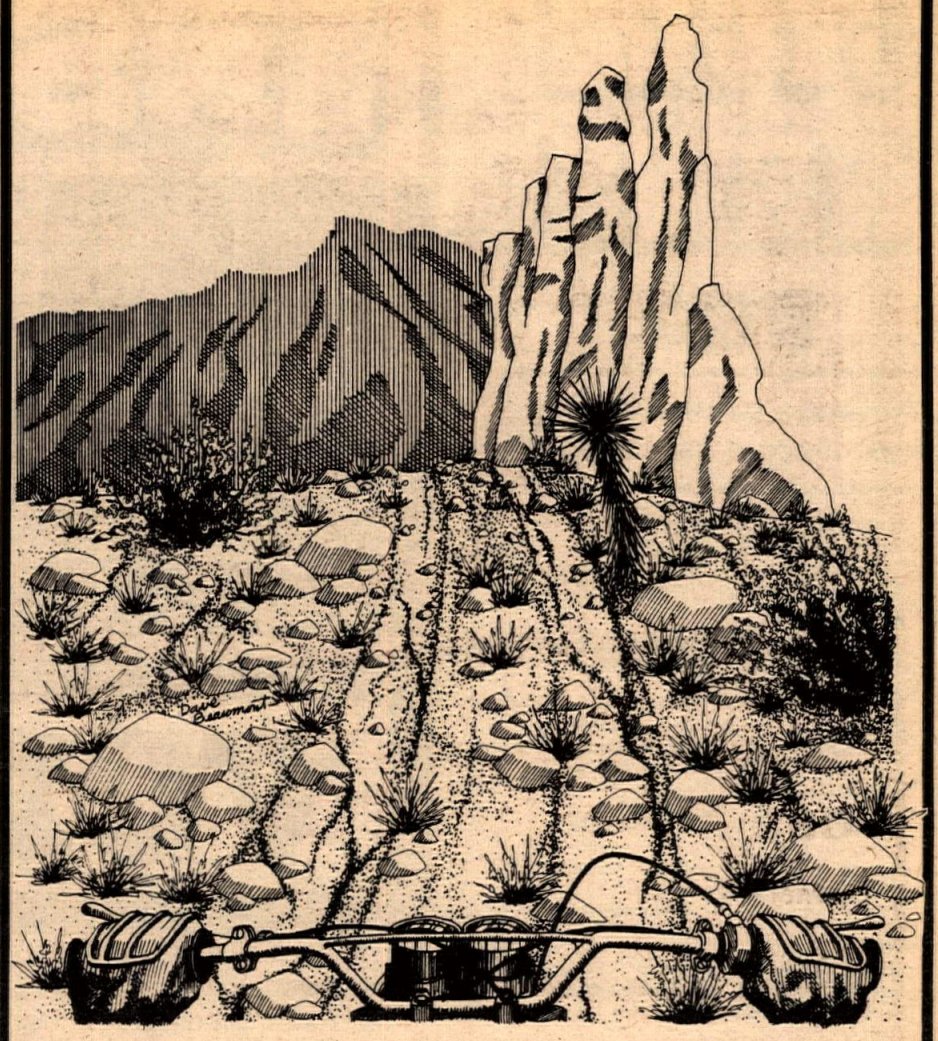
The Mar. 2 CRC motocross at Indian Dunes won't be just another motocross. It'll be the M/C Tire Works, Inc. $2000 motocross with a $1000 cash purse for Pros and $1000 in gift certificates plus 30% trophies for Sportsmen. Post entries only will be accepted — $17 Pro and $10 Sportsmen.

California Public Works Board has approved expenditures of $5,859,088 for acquisition of land for the State Park System and $736,789 for development in state park units. These expenditures include $57,200 for an addition to the Hungry Valley off-highway vehicle project. Settlements have now been reached on 11 of the 23 parcels authorized for acquisition in August 1979.

Scott USA's motorcycle division marketing staff has moved. Effective Feb. 13, you can find 'em working happily in Drawer C, Ketchum, ID 83340. New phone number, too: 208/726-7791.

AMA District 37 is really expanding its motocross program. After hosting only four events in '79, they've already lined up a 26-race schedule for this year. New to the list is DeAnza Cycle Park, which will be hosting about one race per month through December. The first DeAnza D-37 event is Mar. 30. All these races, as well as the ones at Sunrise Cycle Park, will be run under the AMA's Progressive Pro program. For more details, contact D-37's Dennis Rosenberg at 714/496-8779, or DeAnza promoter Ed Michetti at 714/653-8068.

Here's another chance to give a buck for the Duck. Ken Kepler from the Pathfinders MC. of Fresno phoned Papa to offer 10% of the profits from their Feb. 24 Avenal Flying Hare and Hound to the Phantom Duck of the Desert. Seems the Fresno gang has their share of BLM-inspired headaches, too. Phone Ken at 209/226-2284 if you need more info than is listed in our calendar section. ●



BLM wins important court case for off-roaders

By Al Fols

The United States of America has challenged a miner's right to close access to unpatented mining claims on public land administered by the Bureau of Land Management and other federal agencies. A California/Nevada miner had prevented use of his unpatented mining claim to members of the public for recreational use.

On Jan. 17, 1980, in what is sure to be a landmark decision, the United States Court of Appeals Ninth Circuit ruled that Nevada Mines, Inc. and the company's president, Robert Curtis, cannot deny members of the public entry onto the Nevada Mines, Inc. claims or the use of roads that cross the claims for recreational purposes.

The appellate ruling resulted from a prior decision made by the U.S. District Court for the Eastern District of California, Honorable Thomas J. MacBride, presiding. Judge MacBride's decision was that only members of the public with specific written permission or license from a federal or state agency could enter or cross the unpatented mining claims. The United States appealed that decision, and won. The appellate court contends that members of the public desiring recreational use have an implied license to use BLM or National Forest land without a written permit, providing that permits may be required when, in the judgement of the authorized land manager, "the public interest or the protection of such lands requires the issuance of permits."

The bottom line is that thousands of acres of public land, BLM and National Forest administered, have been tied up by pseudominers. Prospectors who have, individually and collectively, closed large areas of public land or blocked access to large areas of public land with invalid mining claims. With an unpatented mining claim, the prospector must exhibit virtually no proof that a realistic mining location exists. Yet, the prospector exercises many privileges on this land, some not so legal.

Robert Curtis and Nevada Mines, Inc. posted "No Trespassing" signs and barricaded at least two important roads that led to additional recreational resources on public land administered by the BLM and National Forest Service. The mining operation went so far as to post its only employee as a security guard to prevent access and use of public land. All of which a holder of an unpatented mining claim cannot do, legally.

In the California Desert Conservation Area there are many unpatented mining claims that block or restrict passage through entire mountain ranges, and now the federal government has given the recreational off-road vehicle enthusiasts the right to use the claims for access. This does not mean that the recreationist can trespass on patented claims or wander about on unpatented claims. But the recreationist can cross, enter, and use the surface of an unpatented mining claim when it does not interfere with the mining operation. Of course, all other existing rules and regulations pertaining to ORV use on public land would still prevail on the unpatented claim. ●

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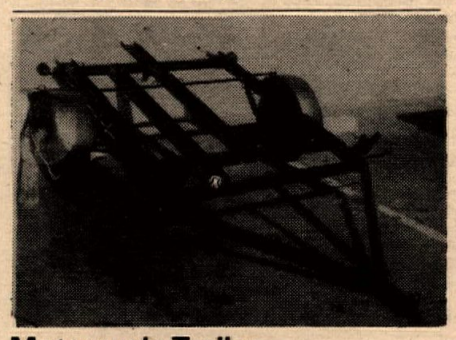

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Terry Kit front end, Fox monoshock, desert ready, $1100. (213) 892-1749. (9)

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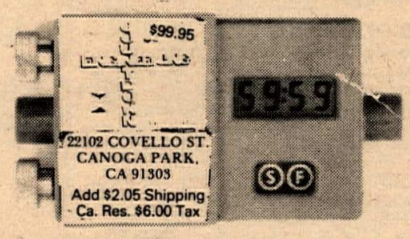
250 set up for desert, enduros, many extras, excellent condition, $500.00. 100 Enduro, street legal, $300.00. Also leathers, boots & helmets. (714) 595-9783. (7)



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Excellent condition, Luft res. Must sell, sacrifice $1000.00. (213) 597-8195. (7)

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MASTER LINKS welcomes all CRC and desert racers for membership. Call Chuck Lagman (213) 868-7092. (9)

1976 RM125, runs good, excellent condition. Plastic tank. $475.00 or best offer. (714) 624-2639. (8)

RC ENGINEERING'S ANNIVERSARY SALE

New and used motorcycle performance parts at reduced prices. Cams, pistons, carburetors and headers, etc. Save 20 to 50%. Cash, Mastercharge, & Visa. NO CHECKS. Saturday, February 23 and Sunday, February 24th, 10 a.m. to 4 p.m. RC ENGINEERING, 13300 Estrella, Gardena, CA 90248 (135th St. & Harbor Fwy). (213) 327-6858. (7)

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267cc XL-175. Bored and stroked, ported, Megacycle cam, Mikuni, Kalgard inside and out, perfect for 150-360cc motocross. No time on parts. $500. (919) 737-6274. (8)

BSA VINTAGE. '53 BSA all alum. 500 single, exc. cond., $1,900.00. '58 BSA 650 Twin, excel. cond. 53 won 1st place Canada Show. Call (209) 632-6304 or (209) 634-6697, ask for Phil (7)

$100

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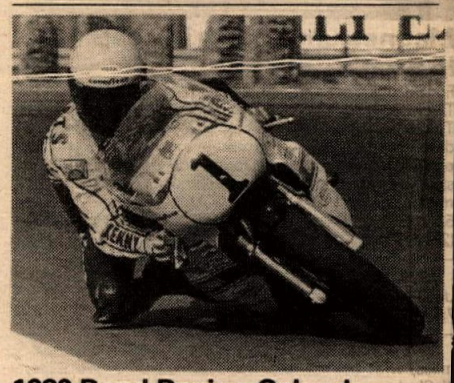

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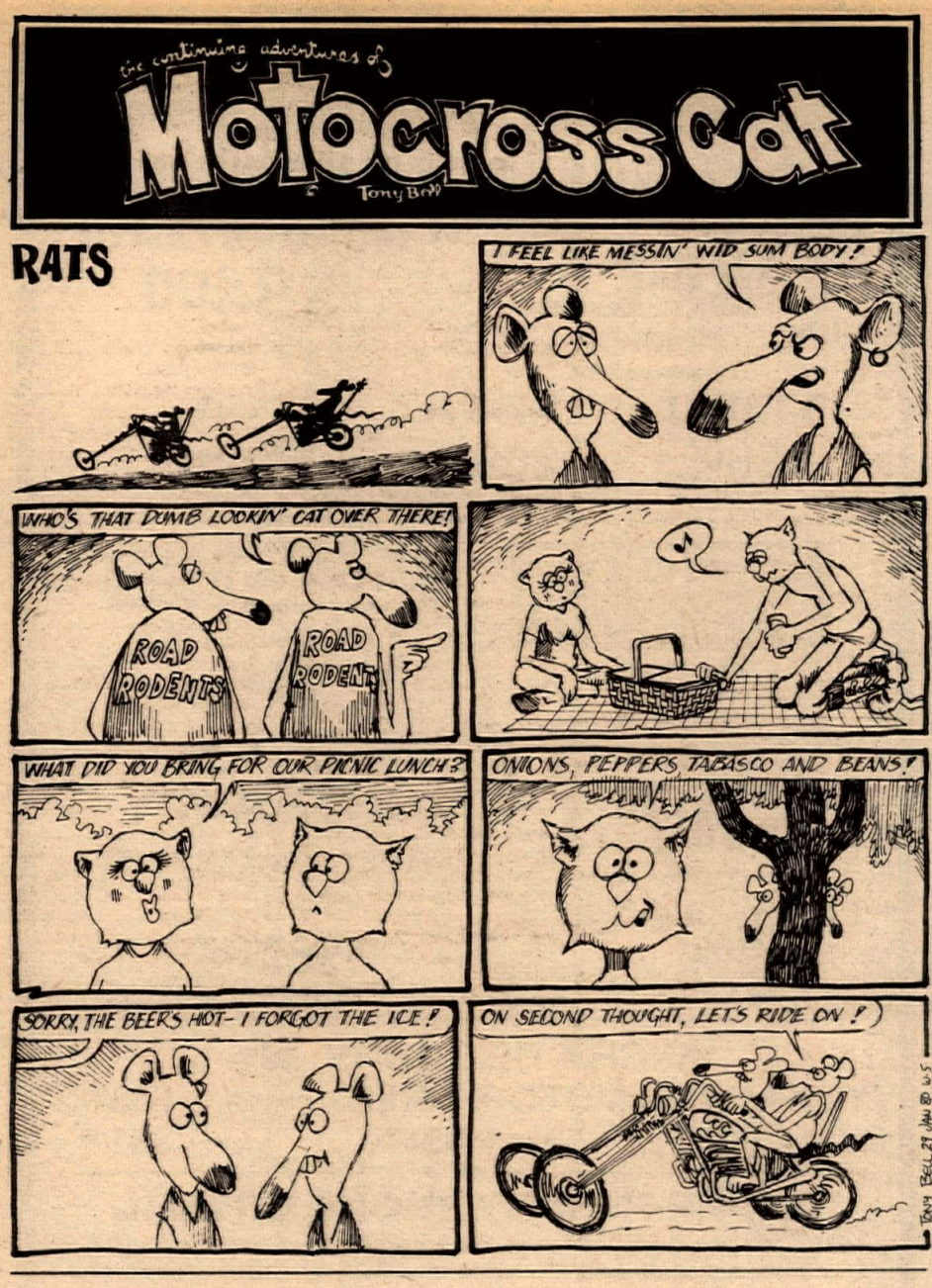
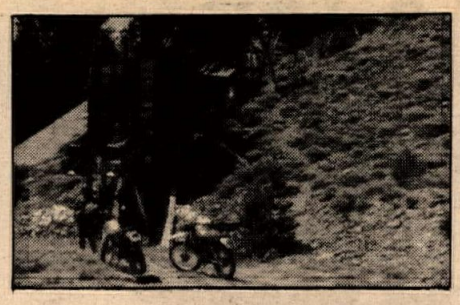


Coyote Creek

(Continued from page 10)



on the low side. After crossing go up the hill and in .5 miles you pass the remains of Salty Peterson's Mill. Salty build most of this road with a bulldozer back in 1942.

In another 1.5 miles a junction appears. The left goes out to Coyote Flats and Baker Creek, the area covered on our first ride. Go to the right. After another mile you pass the ruins of the Peterson Mine on the hillside to the right. After all the road building the mine doesn't look like it was worth all the effort. Old Salty's mine was fickle like so many others, and it produced very little.

Proceed another 1.4 miles past the mine and follow the creek as it babbles along on the road. In a narrow meadow we again met a hot-tempered bull. It seems we meet these critters more often than I like. I'm never sure if they want to attack or mate with my scooter. They sure get excited. I always hope my 17 horsepower is faster than one bullpower.

After the 1.4 miles and at the fork you have a choice. We first went left out to Coyote Lake. It's about a mile and well worth the mileage and time. There are some good camping sites next to the lake if you are equipped to spend the night. We took a short break then backtracked about 100 yards and picked up a faint road going up the ridge to the east. The road ends near the Bracket Mine. Find it on your map.

At the saddle, park the bikes, walk to the east and look down into Rocky Bottom Lake. You are at about 10,500 feet. Another lake called Funnel is just over the ridge to the east. Not too many people know of these lakes and even fewer see them. Enjoy. I have been told the fishing in Rocky Bottom is excellent. They are probably pretty wild, and a line-wetter like me might have a tough time catching one.

We worked our way back to the main road and on the way spotted three very large deer. One had a rack of antlers that looked like the picture on the Challenge Butter carton. We also got a look at one of the mountain comedians. A fat marmot waddled across our trail. We pulled up and really had a good laugh watching it try to find its burrow. I don't think he sees too many motorcycles. He got a little rattled.

On the main road we took another break and paused to look at the clouds. The daily thunderheads began building again and we noticed the temperature had dropped many degrees. Not wanting to get aced out again we climbed back on the bikes, took the right fork and headed northwest.

After about a half mile, the road forked again. If you follow the maps and the way the road looks, you'd take the right one. We got adventurous and went left. This road didn't show on any map I had in my files. The only map that indicates it is one dated 1964. I discovered it at a research lab on Convict Creek just by chance while visiting friends a month after the ride. The road is just two rocky tracks pushed up Coyote Ridge. In some places it almost disappears. I'd guess not many bikes or vehicles cross over the ridge in this area. At the top a small weather beaten sign tells you it's a dead end. It does, but not for several more miles.

Coyote Ridge is an almost barren wind swept area. The west side has a few scattered gnarly pines while the east side is just stunted grass and very tiny wild flowers. Along the ridge were several long lingering snow banks. At the top of the ridge it is 11,000 feet. It doesn't seem that high due to the multitude of tall peaks along the Sierra Crest, we could see off to the south and west. We ran both bikes on stock jets, and the altitude didn't hamper the power much.

We started down the west side of the ridge and soon caught sight of South Lake which lies at 9755 feet. From there, it looked a long way down. Up at this altitude, distance and elevation seem distorted. I call it an *optical confusion.*

We continued down and came across the Lindner Mine. There is little left except the ore loader and a few feet of track for the ore cars. We looked around but the KEEP OUT and NO TRESPASSING signs looked official, so we kept our distance, took only pictures and left only a few tire tracks.

This is an excellent area to explore, but the weather looked a little shakey, so we started our return to the van. We hated to leave, but with the dark clouds, the temperature now down to the mid-30s and the possibility of a lightning storm, it seemed like a good time to split. We're not chicken, just a little cautious. Besides, in this area if there's lightning about, *you* are the highest thing around. And you know what that can mean!

As we made our way back up the ridge and down the other side, we stopped at the other fork — the one we didn't take — and pasued to wonder if we shouldn't have gone the other way. Maybe next year.

If you go right, you'll head north up toward Lookout Mountain. Turn west for a ways then go almost due south. Soon you will find the Schober Mine. It was discovered by Hal Schober some time in 1940. It was the only profitable tungsten operation in the area. He sold the mine to the El Diablo Mining Company. The ore ran out in 1943, and it was shut down.

While in operation, they built a road down to Bishop Creek to the Coats Meadow area. An off-road writer several years ago wrote that the road was washed out in 1946 and is now impassable. I went into the Bishop Creek area the next day, and there is a road going up the side of the mountain that looks in good shape. However, on the Inter-agency Motor Vehicle Use Map produced by the USFS, BLM and the City of Los Angeles, they have restricted the road to foot traffic only. Los Angeles City probably thinks vehicle traffic will cause a little erosion and put a little sand in their turbines on Bishop Creek. Next year I think I'll hike up the road just to see if the bike would cause a problem.

Riding in this area is a fine experience. The scenery, the history, just riding the roads and enjoying the ingenuity of the road builders is super. Try it. And take a camera; there are pictures that to me are priceless.

The maps you will need are an Inyo National Forest Map and the following USGS Topos. Bishop, CA, Big Pine, CA, Mt. Tom, CA and Mt. Goddard, CA quadrangles. The Inter-agency map can be useful and might keep you from getting a citation and going before a Federal Magistrate. It will pay you to do a little research when planning a ride anywhere in the Sierras.

As I've said before in my article, ride the National Forests. They're ours and we should ride them. Follow a few simple rules and have fun. Maybe I'll see *you* in Coyote Creek next year!

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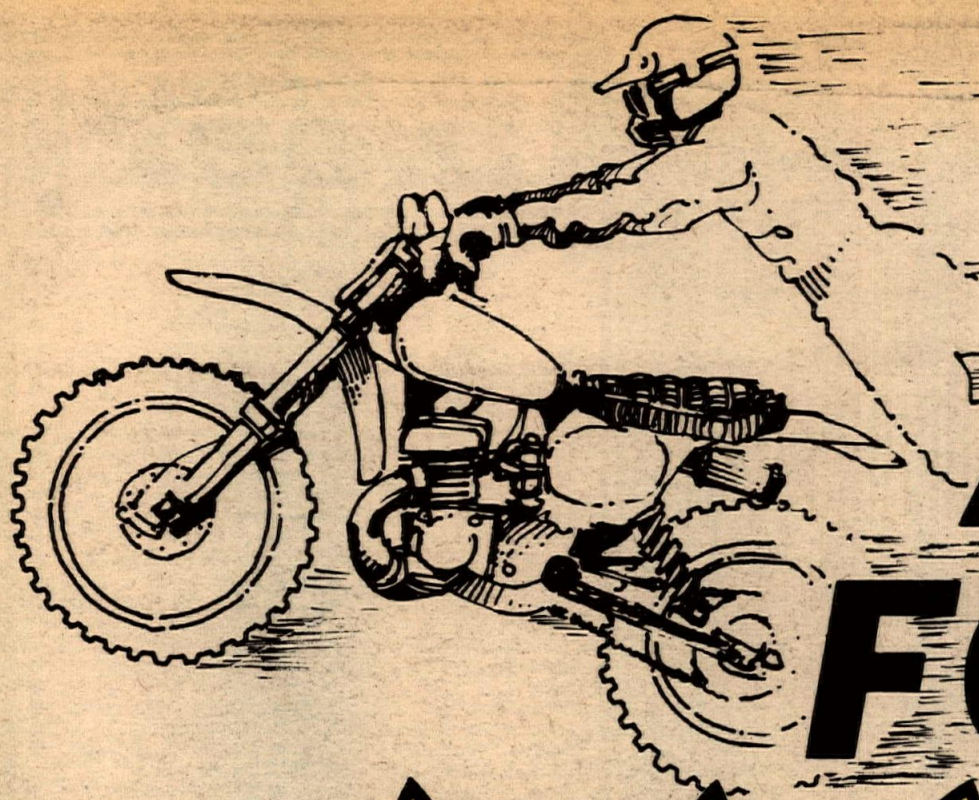

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ON THE FRONT PAGE: An assortment of tools and the $64 question. Do you know how to use all these tools to properly repair and maintain your motorcycle? A handy quiz on p. 24 lets you know. Photo by Charles Morey, whose apartment floor always looks like this.

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VOICES

It's our turn . . .

I very seldom put things in writing, but when it comes to public lands, we the people and our rivals the Sierra Club, I have taken time to write to all the legislators listed in your Oct. 24 issue. To my surprise, I have received replies from these people in appreciation of my concern for public land the veto over-ride for AB1407. The replies I have received are in the public's favor.

I have discussed this AB1407 veto over-ride situation with six people that I work with who are members of D-37. Motorcycle clubs have told me that they have not had the time to write and voice their opinions!

Time is running out. If these clubs or individuals want to continue to ride the desert, call or write now. It's our desert.

Bob Hayes has put things together with the help of others to help preserve our rights.

It's our turn. If you want to play, you'll have to pay!

BOB RICHTER
President, International
Racing Radio Crew
Paramount, CA

Duck sez, "Thanks!"

Have you ever heard of Al Fols? Al is the very competent Vice-President and one of the three directors of "The Phantom Duck of the Desert." Rick "Super Hunky" Sieman, editor of *Dirt Bike Magazine,* and Louis McKey complete the threesome.

We three feel a very sincere thank-you is in order from The Phantom Duck of the Desert to all the readers of *Cycle News.* Your moral support and financial assistance has allowed the Duck Organization to help accomplish something in the are of land use that will benefit all of us.

And a special thank you for the support of all the *Cycle News* readers who mailed in ballots to elect the Phantom Duck as *Cycle News West* "Rider of the Year" in 1978 and 1979. It really is an honor to be given this amount of recognition by a group of your peers.

There are many people and organizations that have offered that something extra to the Duck cause, and we would like to mention a few of them. First, of course, is *Cycle News* itself. Through the efforts of people like Dale Brown and Charles Morey and the entire *Cycle News* staff, the public has been kept informed of the progress concerning the Phantom Duck vs. BLM case. Thank you, one and all.

To Grandma Duckbacker, Thumper Freak, Son of Desert Duck and all the people like them who have put out a vast amount of time, effort and money while under the threat of that knock on the door that may come at any moment when you are on the BLM "hit list," what can we say? Thank you would not express the feelings we have inside for all the things you have done.

The tenor of this letter wouldn't be possible without the expertise of George James Stephan, Esquire. George is our legal representative, our legal advisor, but more important than that, George is our friend. Thank you, George, for showing the way in a legal world that the U.S. government tried to use to chew us up and spit us out.

Not only did George Stephan gain a clear win in both federal court cases involving the Duck and the BLM, but during the nine months of court appearances and out of court negotiations he also gained court approved concessions from the BLM that have far reaching provisions for all public land using off-roaders. He also helped place the Phantom Duck Organization on a "top priority" communication level with the BLM and other governmental agencies.

George, who is with the Encino and Palm Springs law firm of Flame, Sanger, Grayson & Ginsburg, deserves special thanks.

And then there is Bill Golden, publisher of *Dirt Bike Magazine.* For over a year now, *Dirt Bike* has devoted countless pages to help with the Duck's cause. As a result of Rick Sieman's and *Dirt Bike's* effort, the Phantom Duck cause has been made known world wide. We now receive letters and support from every state in the USA, all the provinces of Canada, and a large variety of countries scattered around the world.

It takes the Siemans, the Moreys, the Goldens, the Browns, the Stephans, the Grandma Duckbackers, the Thumper Freaks, the Sons of Desert Ducks, and the efforts of publications like *Cycle News, Dirt Bike* and *Cycle World* to wage a successful battle against powerful bureaucracies like the BLM.

But more than that, it takes the actions of the little people and some of the big people, too. People who really care about the destiny of our sport and are willing to do something to insure the survivial of motorcycling as we know it today.

For all of you who have supported the Phantom Duck in the past, thank you for helping us to help you. If you are a reader who hasn't become involved in some form of activity that will lead to keeping our riding areas open, perhaps you should start now.

Long live B to V.

LOUIS H. McKEY, President
Phantom Duck of the Desert
Fontana, CA

Imagine this, if you will...

It is Sunday afternoon, Dec. 30th. You're out in the desert near Hi Vista, California. Several other families in your motorcycle club are camped along with you in a favorite riding area. You've settled down to enjoy the surroundings when suddenly a Los Angeles County Sheriff's helicopter appears over a hill and begins circling your group. A cloud of dust appears on the dirt road and soon a police car pulls into camp. The Deputy in the car says that you are on private property and you'll have to pack up and move to an area five miles away. So you pack everything up and with the Deputy following closely behind, the entire group caravans to a different spot in the desert, one that the Deputy says is public land.

Well you're probably disappointed with the whole experience, but wait until you get home and dig out your latest Bureau of Land Management California Desert Conservation Area map of the El Mirage area. You find that not only were you camped on public land, with public access, but you were in San Bernardino County, being led around by Los Angeles County Sheriff's Department. Would you find yourself a little bit angry? Well we sure are, because this is exactly what happened to members of our club, the Lockheed Employees Recreation Clubs-Motorcycle Club.

The California Desert has become virtually a checkerboard of public land and private. With the advent of Bureau of Land Management controls and their various land use designations, the legal use of public land can vary from square mile to square mile.

Since our tax money is at work here, and since the land in question is "public," then we certainly have the right to request a higher level of awareness on the part of the Bureau of Land Management and all law enforcement agencies active in the California Desert.

We hope that by greater use of maps and information, perhaps further mistakes and the resulting ruined camping trips can be avoided.

DAVE BEAUMONT
Covina, CA

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THINGS ARE GOING TO BE A LOT DIFFERENT IN THE 125 CLASS

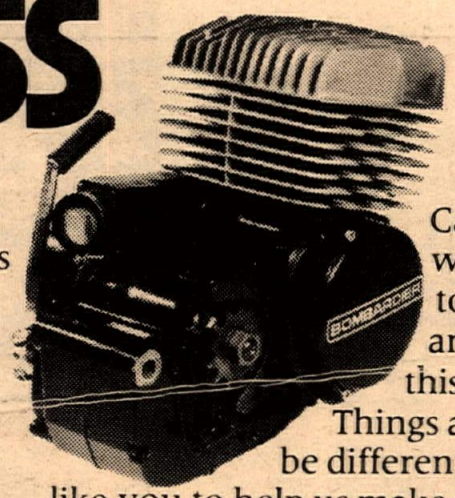
Can-Am would like to introduce you to a different kind of 125. Our new MX-6 125.

It isn't another screamer. Its powerband is far fatter and flatter than the competition. It's built to get you off the line quicker, haul you out of slow corners faster. And shave time off your laps by saving you shifts.

In other words, it's an honest-to-goodness 125 torquer. With 14 ft lbs of it lurking in the rear wheel at 8750 rpm. Along with 24 horsepower at a relaxing 9500 rpm.

For years, 125 engine design has been heading in the opposite direction. Revs have gone higher and higher. Relative torque output has gone down. And so has reliability.

The answer has always been the rotary valve with its positive and efficient intake. But it took Can-Am and our Rotax engine division to make it work. And put it in a beautiful handling bike that is one of the lowest riding long-travel 125's on the track.



Can-Am would like to see you on an MX-6 125 this season. Things are going to be different. And we'd like you to help us make the changes.

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CMC/Can-Am Golden State Series Finale

O'Mara, Lawrence and Locey "D comes natural at CMC Golden St

By Terry Whytal

VALENCIA, CA, FEB. 17

Indian Dunes hosted the exciting conclusion of the 1980 CMC/Can-Am Golden State Series this week with all three Pro class championships decided in the final moto. Mugen/Honda rider Johnny O'Mara aced both motos of the 125cc Pros, but Yamaha rider Jim Holley's two third-place finishes clinched the title.

Maico rider Steve Rhyan came into today's races with a one-point lead over Yamaha Team ace Rex Staten in the Open class and managed to keep just ahead of the "Rocket" in both motos as he followed race winner Tim Locey across the finish line with enough points to take the 500cc crown.

But the race that had the spectators cheering the loudest was the 250cc Pro battle among LOP/Yamaha teammates Mike Brown and Mark Lawrence and a hard charging Staten. All three riders took their best shot at the lead, and when the dirt stopped flying it was Lawrence out front winning both motos and the series title.

Mother Nature continued to plague the series with rainfall. The torrential downpour Saturday shortened the sportsmen program, and the International track had to be rerouted around some of the nearly impassable mudholes. Fortunately the clouds only threatened on Sunday, and by midday the track had shaped up fairly nicely with only a few trouble spots and adequate traction for fast motoring.

125cc Pro

O'Mara wicked his Mugen waterpumper into the lead at the start of the first moto with Gary Denton putting his Honda into second. Suzuki R&D rider Scott Burnworth settled into third ahead of Honda rider David Lynch. Series point leaders Holley and Suzuki test rider Ron Turner were back in seventh and ninth, respectively.

Denton took the lead away from O'Mara on the next lap as Lynch pressured and finally passed Burnworth to move into third. Holley began to move up through the pack with Yamaha support rider Rick Johnson glued to his rear fender. By the halfway point the order was Denton in the lead with O'Mara very close and Holley running third 10 seconds back. Next came Johnson and Lynch as Turner struggled in sixth apparently feeling the effects of a first turn crash in his qualifier.

"I just didn't have it today" explained a dejected Turner later in the pits. O'Mara was dancing his beautiful white Mugen all over the track trying to find a place to pass Denton but without luck. Then suddenly with one lap to go Denton fell and O'Mara took the win. Denton quickly remounted to finish second ahead of Holley, Johnson, Lynch, Turner, and Burnworth.

Denton's timing must have been Swiss-made as he hit the gate perfectly in the second moto and pulled a three-bike lead over O'Mara halfway down the starting straight. Burnworth followed in third ahead of Holley, Yamaha rider A.J. Whiting and Turner. O'Mara took the lead away from Denton and set his sights on the finish line.

While O'Mara motored out front safely the big question became, "Can Turner catch Holley and take the series point lead?" Holley's answer to that was to get on the gas a little harder and stay far out of the reach of the tiring Turner who was also in contention for the 250cc title.

O'Mara took the checkered flag comfortably ahead of Denton. Holley cruised in for third followed by Burnworth, Whiting and Turner. Overall finishing order was O'Mara, Denton, Holley, Burnworth, Turner and Whiting.

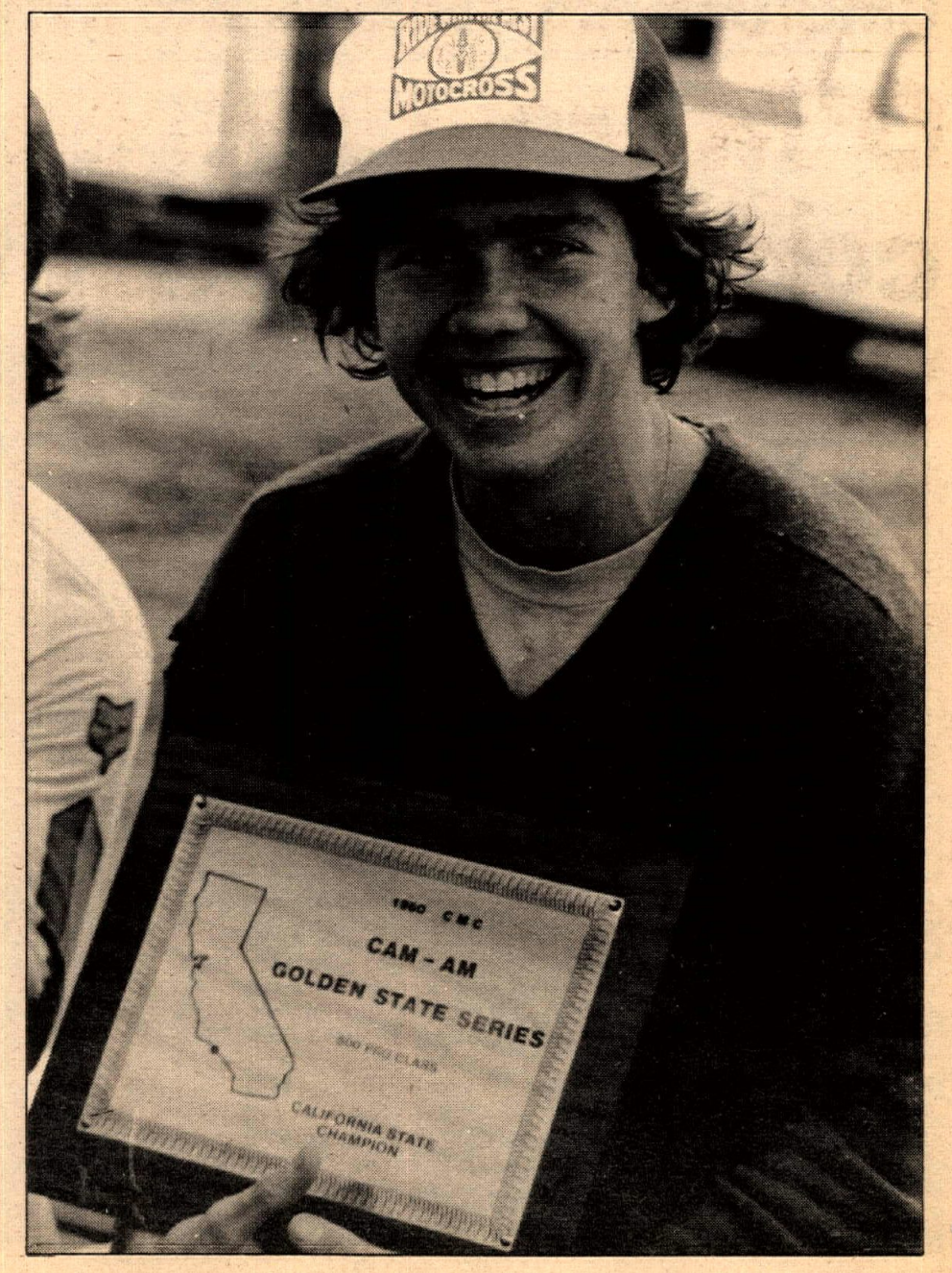
250cc Pro

The 250cc Pros took to the track with five riders in contention for the series title and only eight points separating them. Points leader Mike Brown roosted his Yamaha into the lead at the start with fourth place Mark Lawrence close behind. A spill in turn one momentarily tied up Rex Staten and Kawasaki rider Goat Breker, but both remounted and began carving up through the pack.

Running third behind Brown and Lawrence was Yamaha rider Evan Marcus, and fourth place was held by Suzuki-mounted Tracy Oswell. Brown bailed off on lap three and Lawrence took over the lead with Brown reentering the race several positions down. Bob Kline moved his Can-Am up into third place as Brown charged back up to fourth. Meanwhile Staten and Breker had been on the move and were now running in sixth and seventh. With the race nearing the one-lap flag Brown took over second, but by now

(Left) Gate-crashing in the 500cc class are Eric McKenna (38), Rex Staten (65), Stuart Beattie (6E), Steve Rhyan (27), Tim Locey (6L) and Val Tamietti (1T). (Above) Mark Lawrence leads Mike Brown in the 250cc race.

Steve Rhyan and his dad worked hard for this plaque.



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Lawrence had established a safe 10-second lead. Staten knocked Kline, Oswell and Marcus each back a position as he slipped into third at the finish. Breker fell on the last lap, ("I lost the front brake and tweaked the front end in the first turn crash, and I just overcooked a turn and endoed.") but remounted to finish seventh.

The points breakdown after the first race showed that Lawrence and Staten would have to win the second moto to capture the series, but Brown needed only a second place finish. Brown got down to business and took the holeshot only to have Lawrence power past on the second turn. Staten followed a close third with Oswell fourth and Breker fifth.

The lead riders looked equally matched as Brown tested Lawrence for weaknesses and finally slipped past on lap three. Half a lap later, Lawrence charged right back into the lead. With Breker pushing from behind Staten began closing on Brown and Lawrence and overtook Brown near the halfway point. Brown wasted no time repassing Staten as Breker dropped from the moto with more mechanical problems.

Eric McKenna moved his Maico up into fourth just as Brown bailed off. The plucky little LOP rider wasn't through yet and remounted quickly to begin reeling in McKenna and Staten. Lawrence was riding the smoothest race of his career and had opened up a safe lead over Staten, but Brown took one more shot at the title as he blasted past McKenna and closed on Staten's rear wheel. Lawrence took the checkers and could only wait to see how the battle behind ended as Brown rode like a madman trying to get around Staten. But at the finish line, Staten still held second place by a wheel, and Lawrence won the series. Overall for the day, Lawrence won followed by Staten, Brown, Oswell and Maico rider Chuck Pettigrew.

500cc Pro

The close action continued in the Open class as Maico rider Steve Rhyan came into the day's race leading "Rocket Rex" Staten by only one point. Yamaha support rider Tim Locey was only eight points further back. Locey figured he'd do his best and hope Rhyan and Staten didn't finish well, and he promptly holeshot the first moto and opened up an immediate five-second lead over Maico rider Val Tamietti, Rhyan and Eric McKenna. Staten moved up to displace McKenna from fourth and Rhyan got on the main jet and blew past Tamietti.

Locey continued to expand his lead while Staten worked his way around Tamietti and closed on Rhyan. As Rhyan and Staten battled they began

(Above) Mike Brown leads Mark Lawrence and Rex Staten at a 250cc class start. (Below) 125cc Champ Jim Holley.

lapping slower riders and Staten nearly slipped past several times. Rhyan stayed calm under pressure and held his lines. At the checkers he was still in the runner-up position behind Locey. Staten settled for third with McKenna fourth and Tamietti fifth.

Locey again timed the gate right and trenched into the lead at the start of the second moto. Tamietti followed with Rhyan third and Suzuki rider Matt Tedder fourth. Staten ran midpack with a base gasket problem and no power. As his Yamaha heated up it regained many of its ponies and Staten quickly charged up to fifth. Rhyan fell, letting McKenna into third as Staten closed on the leaders. McKenna and Rhyan both closed on Tamietti, and Staten followed.

Locey knew he could win the series if he held the lead and Rhyan finished in third. But Staten would win if he passed Rhyan. And Rhyan would take the title if he finished second but ahead of Staten. The crowd went wild as Rhyan pushed his way past Tamietti with Staten following to keep the pressure on.

The last lap flag came out, and Rhyan nearly bobbled in the tree turn's deep ruts but crossed the finish line ahead of an exhausted Staten.

"I'm going to sleep in the van on the way home," explained Rex, "I had to drive down from Oakland last night, ride two classes and replace my base gasket between motos!" Locey took the overall with Rhyan second followed by McKenna, Staten, and Tamietti.

Rhyan was grinning from ear to ear as he picked up his series award plaque. "We would have had the series wrapped up if my engine hadn't blown at Madera, but I'm real happy to win. My dad and I have worked hard for this!" ●

Results

125 PRO: 1. John O'Mara, 1-1 (Mug); 2. Gary Denton, 2-2 (Hon); 3. Jim Holley, 3-3 (Yam); 4. Scott Burnworth, 7-4 (Suz); 5. Ron Turner, 6-6 (Suz); 6. A.J. Whiting, 10-5 (Yam); 7. Eric Baker, 8-8 (Suz); 8. Rick Johnson, 4-13 (Yam); 9. Troy Lee, 12-7 (Suz); 10. David Lynch, 5-14 (Hon); 11. Rick Make, 9-11 (Yam); 12. Jay Ricke, 11-10 (Hon); 13. Bob Elliott, 14-9 (Suz); 14. Jeff Leisk, 18-12 (Hon); 15. Paul Thede, 16-15 (SoP); 16. Mark Moscrop, 15-16 (Yam); 17. Tibbs McCullough, 13-18 (Yam); 18. Bryan Jordan, 17-17 (Yam); 19. Dave Hamada, 19-19 (Hon); 20. Willy Simons, 42-20 (Yam).

250 PRO: 1. Mark Lawrence, 1-1 (Yam); 2. Rex Staten, 3-2 (Yam); 3. Mike Brown, 2-3 (Yam); 4. Tracy Oswell, 5-6 (Suz); 5. Chuck Pettigrew, 8-9 (Mai); 6. Bob Kline, 4-13 (C-A); 7. Steve Banning, 12-7 (Kaw); 8. Eric McKenna, 17-4 (Mai); 9. Ricky Arnold, 11-10 (Kaw); 10. Tim Lunde, 10-11 (Yam); 11. Larry Hooper, 9-12 (Yam); 12. Evan Marcus, 6-16 (Yam); 13. Tony Gomez, 20-5 (Suz); 14. Craig Cole, 19-8 (Yam); 15. Dave Haugh, 13-15 (C-A); 16. Mark Barnes, 16-14 (Yam); 17. Chuck Lunde, 15-17 (Hon); 18. Rod Richardson, 18-18 (Yam); 19. Goat Breker, 7-42 (Kaw); 20. Ron Turner, 14-42 (Suz).

500 PRO: 1. Tim Locey, 1-1 (Yam); 2. Steve Rhyan, 2-3 (Mai); 3. Eric McKenna, 4-2 (Mai); 4. Rex Staten, 3-4 (Yam); 5. Val Tamietti, 5-5 (Mai); 6. Bill Hagen, 6-7 (Mai); 7. Dan Turner, 9-6 (Mai); 8. Dave Evans, 7-9 (Yam); 9. Dale Lewis, 10-8 (Mai); 10. Brian Davis, 11-13 (Yam); 11. Matt Tedder, 15-10 (SoP); 12. Alan Smith, 13-12 (Hus); 13. Fred Hoblit, 12-15 (Mai); 14. Robert Marino, 8-19 (Yam); 15. Larry Hooper, 17-11 (Yam); 16. Brian Vargus, 14-14 (Suz); 17. Koji Masuda, 16-17 (KMSp); 18. Stuart Beattie, 19-16 (Yam); 19. John Stasiefski, 22-18 (Mai); 20. Mark White, 18-42 (Yam).

CMC/CAN-AM GOLDEN STATE MX SERIES FINAL POINT STANDINGS:

125 PRO: 1. Jim Holley (89); 2. Ron Turner (84); 3. Gary Denton (79); 4. Scott Burnworth (73); 5. Rick Johnson (69); 6. John O'Mara (62); 7. A.J. Whiting (31); 8. Mike Preston (31); 9. Drey Dircks (24); 10. Brian Wargo (22); 11. Dave Coupe (21); 12. Jeff Watts (21); 13. Rick Maki (20); 14. Jeff Ward (20); 15. Jeff Liesk (18); 16. Dana Waxham (18); 17. Paul Larson (17); 18. Troy Lee (16); 19. Eric Baker (14); 20. Darryl Lynch (9).

250 PRO: 1. Mark Lawrence (76); 2. Rex Staten (75); 3. Mike Brown (75); 4. Eric McKenna (65); 5. Ron Turner (54); 6. Larry Wosick (36); 7. Mike Loeffler (23); 8. Jim Ellis (21); 9. Chuck Sun (20); 10. Goat Breker (20); 11. Jeff Jennings (20); 12. Clark Jones (19); 13. Matt Devich (16); 14. Chuck Banning (16); 15. Randy Losh (16); 17. Donnie Hansen (16); 18. Ed Arnet (15); 19. Tim Lunde (13); 20. Tony Wanket (13).

500 PRO: 1. Steve Rhyan (82); 2. Tim Locey (78); 3. Rex Staten (76); 4. Eric McKenna (66); 5. Dan Turner (64); 6. Jerome Heiberger (33); 7. Val Tamietti (29); 8. Goat Breker (28); 9. Bill Hagen (24); 10. Brian Davis (23); 11. Alan Smith (22); 12. Parry Klassen (22); 13. Allen Berluti (21); 14. Danny Chandler (20); 15. Jim Gibson (20); 16. Randy Losh (19); 17. Dave Wood (18); 18. Larry Hooper (17); 19. Stephan Gall (16); 20. Dale Evans (13).

TEN YEARS AGO

The Lightweights M.C., now known as the most active club of District 37's scrambles division, hosted an event at Perris Raceway 10 years ago this week, but it was a motocross. The 125cc Amateur/Expert division featured a three way battle between **Gary Jones, Gary Bailey** and **John Rice.** Jones, full-face helmet and stripped AT-1 Yamaha and all, took the win. Bailey came back to win the 250cc Amateur/Expert class, defeating **Danny Hockie** and **Mike Bast.**

One of the starters at a dual European scrambles out in the desert was a true European. **Derek Rickman,** of brothers Rickman fame, finished fourth in the 500cc Amateur/Expert class.

In CMC MX action, Greeves-mounted **Jim Wilson** took the 250 and 500cc Expert classes, defeating **John DeSoto** and **Lars Larsson** in the latter.

Interviewed 10 years ago was English motocrosser **Dave Bickers,** who revealed that his first motorcycle was a 1928 175cc Francis-Barnett that he bought in 1950 for five pounds Sterling, or about $15-$20!

In a non-National mile dirt track race in Sacramento, rookie Expert **Dave Aldana** held on to win by inches over **Dick Mann. Mark Brelsford** was third.

Mike Kidd rode a Bultaco to finish fifth in the 125cc Senior class in a motocross at Motorsport Park in Fort Worth, TX.

Sammie Dunn, a 24-year-old labor relations secretary at McDonnell Douglas, became the first woman to crest the Matterhorn hillclimb at Saddleback Park, riding a 500cc Rickman-Triumph. In addition to her trophy, she received a check for $100.

Honda announced that it would sponsor a street poker run to benefit the Los Angeles Police Memorial Fund.

Next Week

Can Bad Brad beat 'em on his Green Meanie in '80?

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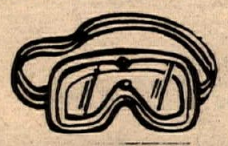

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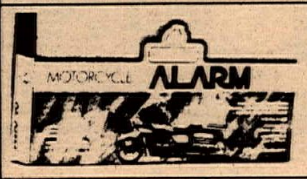

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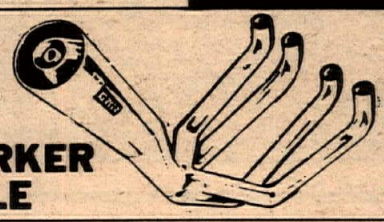

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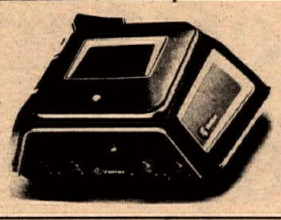
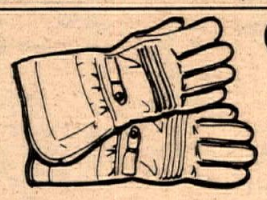


VETTER TRUNKS Reg. $180.00 ONLY $139.95



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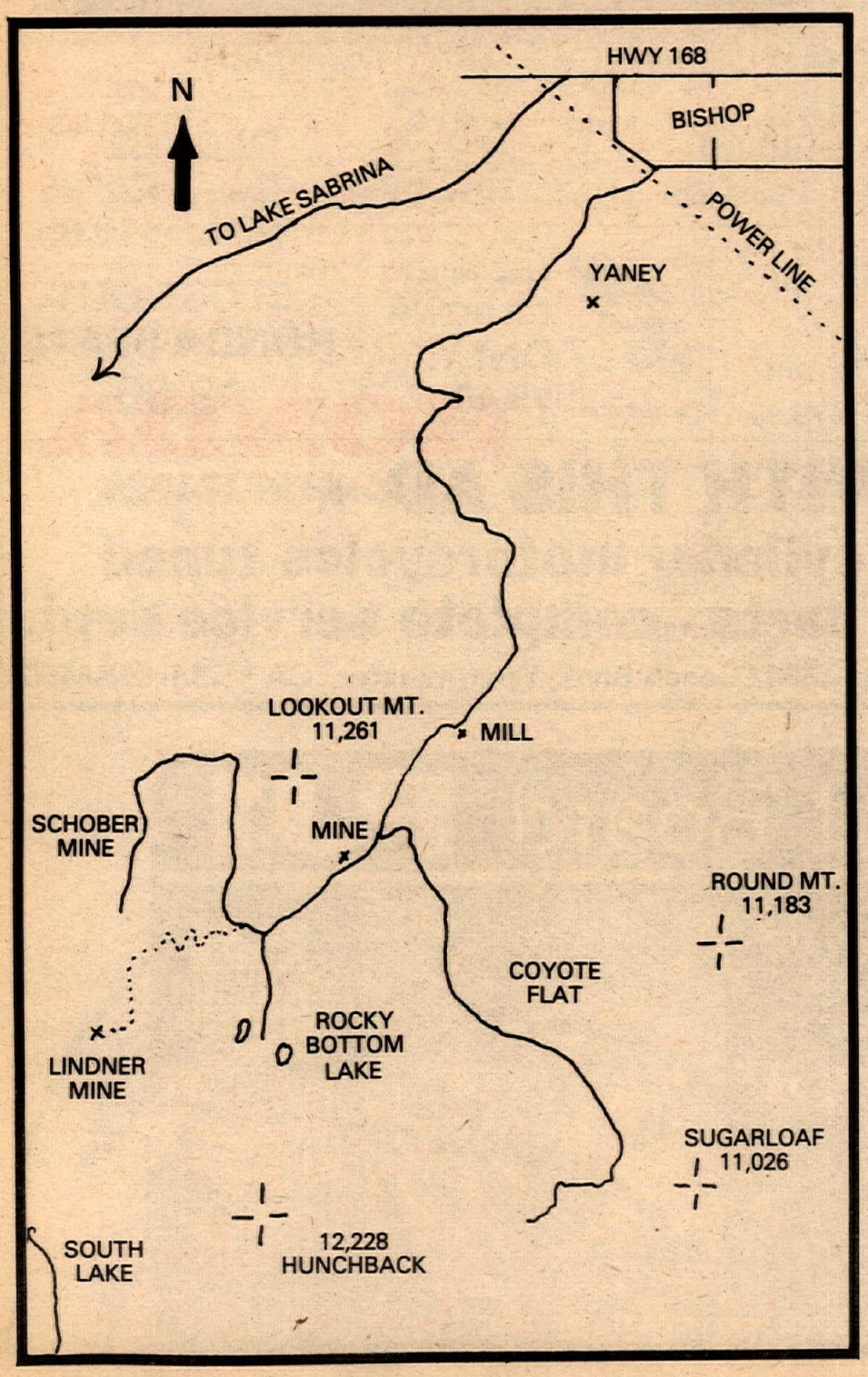

Return to Coyote Creek

By Donald E. L. Betsworth
Photos by Donald W. Betsworth

After three years, I finally was able to return to Coyote Creek. On our first trip (*Cycle News,* Nov. 23, 1976) it was perfect. In the article, I said I'd be back the following year to take a look down that other road. We tried.

Our next go at it was a snow-out. We made it to 10,000 feet and 12 miles in before having to beat a hasty retreat, both wet and cold. Our next try ended at 7.1 miles with a 20-penny spike in a rear tire. Instant flat fixer, didn't. That stuff is good, but it can't fix a two-inch split in a tube.

Last year we had plans, but two days before on another ride, a high berm (Pumice type) disappeared under use resulting in a badly sprained back. This year the fishing was too good and many trips exploring in the dune buggy (mom's motorcycle) really cut into the riding days. With three days of vacation left, I finally said, "Coyote Creek, here I come again."

The weather had been full of the typical afternoon thunderstorms in the high country. The roads were muddy for many miles but in reasonably good shape. One redeeming feature of the damp weather was the lack of the usual penetrating dust.

The start is fairly easy to find; it hasn't changed in four years. From 395 in Bishop, turn left, or west, on 168 and go 2.7 miles to Reata Road. It's just past Izaak Walton Park. Turn left and proceed about one mile. The road turns slightly left, so follow it around, and then take the first road to the right. This is Coyote Valley Road. Follow the road (it's dirt now) west to the power station and park under the powerlines just beyond.

Unload here and gas up. Take the road going west up the wide canyon. The first few miles are very sandy but it soon turns into a rocky, rutty track as it starts up the hill. Up a couple of tight switchbacks, a little flat, then a little down. Then, it's up again, and gradually you will start to enter some trees. This part is a zig-zag route and a tad tricky. One word of caution. In this area on the way down we spotted a four-wheeler coming up. We pulled off to wait and he roared by WFO. I don't think he ever saw us. He was, lucky for us, the only person or vehicle we saw during the 50-plus mile trip.

When you get up on top of this first rise, it's a bare volcanic plateau. There are a few places you can look down into Bishop, over one mile below. Continuing you now drop down a little and make your first crossing of Coyote Creek. They had had a pretty fair winter up here, so it was a surprise to find the water in the streams and lakes

(Continued to page 50)

SUN RISES IN WEST.

Chuck Sun and his Honda Pro-Link shine in the Golden State Series MX.

They call him "Rising Sun."

To find out why, just watch Team Honda's Chuck Sun race. Few young riders have ever come so far, so fast.

In Round Five of the Golden State, Chuck ran away with the 250 cc Pro Class. With back to back wins. Effortlessly.

What took him to the checkered flag against the best competition in California? Part of it was his bike, one of Honda's super advanced RC250-80 Pro-Link works bikes and big brother to the racing Elsinores™ you can buy.

The other part was his simple racing strategy:

1. Take the holeshot.
2. Twist the throttle.
3. Let everyone else follow the leader.

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BELL
SCOTT
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Jeff Ward

Dynamite in a small package

By Terry Whytal
Photos by Mike Klinger and Charles Morey

Dynamite comes in small packages according to Jeff Ward of Team Kawasaki. Nicknamed "Teeny Meanie" by his teammates, Ward is an explosive rider who blasted his way through the minibike ranks right into the heat of the 125cc AMA National Championship MX Series action.

"You get a little of everything in MX and it just makes you a better all around rider" noted Ward just minutes after finishing third — behind Suzuki's Kent Howerton and Kawasaki team member Jimmy Weinert — in the inaugural Superbikers event at California's Carlsbad Raceway. With a trio of MX'ers at the top of the standings, Ward was more than vocal since he had battled against some of motorcycling's best riders from the world of speedway, road race, flat-track, desert racing, and international MX.

The conversation took place after the Superbikers and covered a variety of subjects. Read on and enjoy.

Ward's early days of motorcycle riding consisted of trail riding on a Bonanza minibike, "I was five when I first started riding, but it was a couple of years before Honda came out with a Mini Trail 50 and I tried racing."

Racing at Saddleback was fine for a while but soon the lure of pitching it sideways attracted his attention. Armed with a new Yamaha Mini Enduro, Ward raced flattrack for a while until "I just got bored with going around and around."

Returning to MX on a Honda XR75, he soon earned the nickname "The Flying Freckle" and regularly trounced the competition even though most were riding much faster bikes. Ward's presence on the track was so devastating that he soon attracted the Honda factory who sent him to race the Florida Mini Olympics. "I won the first race and Honda was so pleased they gave me a contract and paid for me to go to all the big races."

Soon, however, the faster 2-strokes began to take over mini racing. Jeff remembers, "We tried to talk Honda into building a 2-stroke bike because we were getting beat. We even tried to sleeve a 125cc Elsinore but it was slower than hell."

With Honda becoming uncompetitive, Jeff moved on to the FMF Suzuki team and then on to the 125cc Nationals. "Going to the big bikes was just like starting over, but the experience of riding a mini that was slower than the other bikes taught me strategy!"

Riding a stock Suzuki in the 125cc Nationals, he did well enough that Yamaha approached him in the middle of the season and soon he was riding Broc Glover's back-up bike.

"I finished the season in seventh and Yamaha was going to sign me for 1979. Then they said I could have everything like a salary and parts and stuff but not a works bike. I said 'no way!'"

Kawasaki hadn't planned on fielding a 125cc championship effort for '79, but when Ward went to see them they had a change of heart and the season started with one more rider on Team Green. "I'm pretty happy to be with Kawasaki and they're happy with me," says Jeff and indeed he took to the Uni-Trak like it was made just for him.

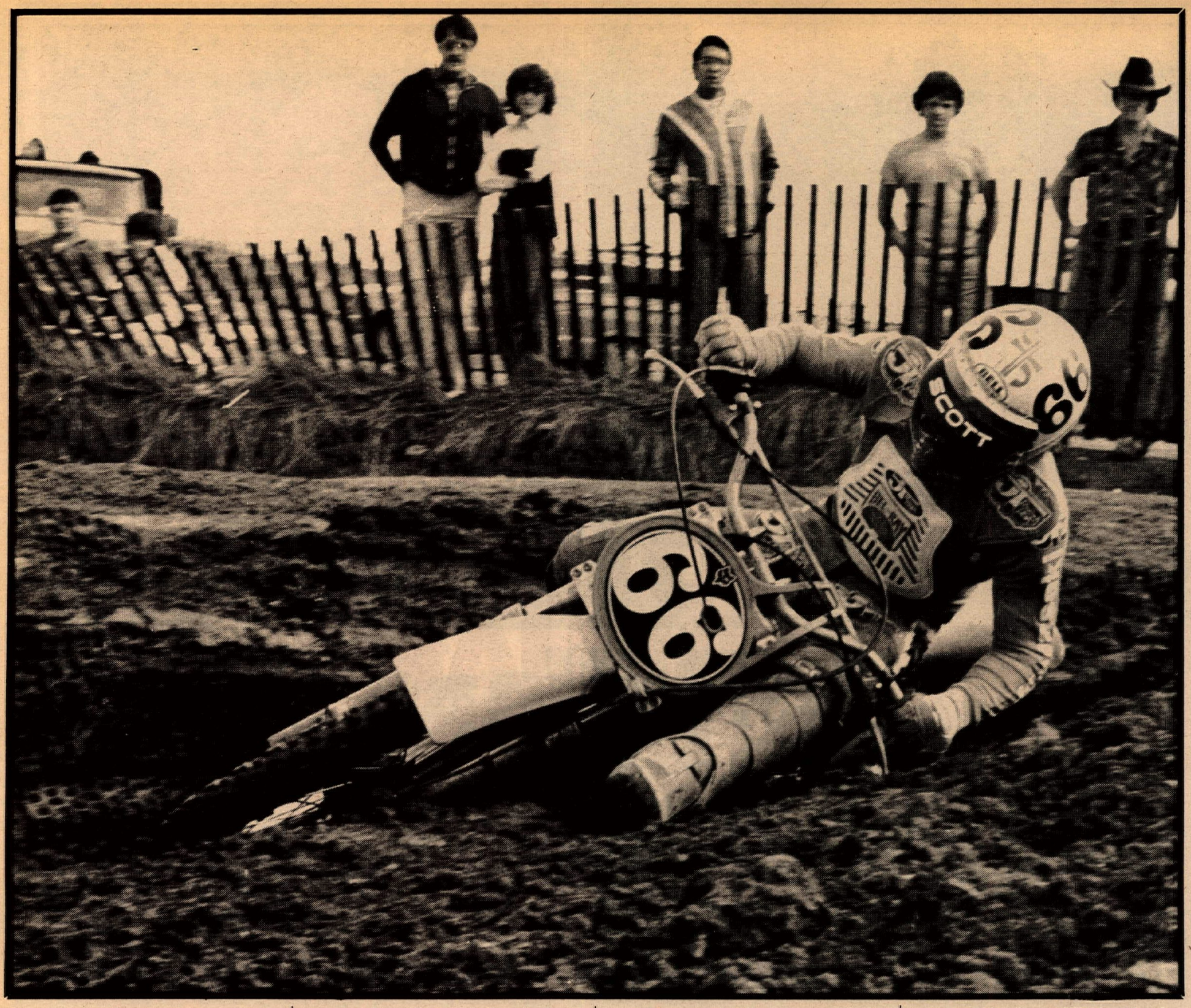
The year started on a down note, however. "At the second stadium race at Seattle I tried to clear these four jumps all at once." He didn't make it and endoed down the track, dislocating two vertebrae in the process." I had to just lie around on medication for a month. I tried to work out some, but just got sick from all the drugs."

Completely out of condition he nonetheless decided to race the first 125cc National at Hangtown and surprisingly pulled holeshots in both motos. "I should have won, I had a good lead in both motos, but I just got tired."

The season continued to hold surprise endings with disaster coming each time success was in sight. "At Phoenix," recalls Jeff, "I had a 20 second lead and then a rock jammed in the chain guard and I couldn't get it out." In the Nebraska round, with the win in his pocket, a lapped rider ran him off the track just two turns from the checkered flag.

Ward had some good days too and finished sixth in the final standings. Things will be different in 1980. "I can beat Broc Glover. I know I can outride him, but I haven't been in shape. This time I'm going to train really hard."

A lot will be different as teammate Jimmy Weinert comes to the 125cc class and Suzuki rider Mark Barnett moves to the 250's. Jeff thinks that



"Weinert doesn't have a chance. He's too old and it's harder to ride a 125 than a big bike. Besides, he weighs too much and won't get good starts. With Barnett gone it'll be a lot easier. He's really the toughest rider to beat if he doesn't fall or break."

Going to the big bikes was just like starting over, but the experience of riding a mini that was slower than the other bikes taught me strategy.

Ward also has a few things to say about a couple of other one-two-five riders. "Brian Myerscough is a real threat, he's really fast and capable of winning the first moto. But in the second, he tires out - especially in hot weather. If he trains hard he'll be right in it. Honda's Jim Gibson always goes plenty fast."

At the Superbowl Ward roosted the Coliseum track like he owned it, but once again problems kept him from the winner's circle. "The Superbowl is the race I'd most like to win. Last year I almost did, but the track was really tough and I wasn't completely recovered from my fall at Seattle. I was riding with a back brace on and my back just got too tired."

Ward still ended up fifth at the Superbowl and he was definitely pumped to do well at the final stadium race of the season held at Anaheim. "I would have gotten the holeshot, but I blew a shift." Jeff got lost in the pack for a while and then quickly began regaining positions until he got out of shape. "The bike hit the concrete wall and bent the forks and broke the brake off, all I could do was motor around and finish 20th."

Sometimes there is quite a bit of pre-race maneuvering in the form of psychological games. One rider who is renowned for his abilities to induce nervousness in a competitor is Weinert. Jeff admits "I don't even want to hang around Weinert this year, all he tries to do is psych you out. Like at the Superbikers he was going around talking about how fast it is and how scary it is to go 110 miles an hour."

Another rider who likes to go one up on the competition is Broc Glover says Ward. "Broc is really sly about it. He'll say 'lets get out front and I'll lead and you stay right behind me. We'll get one-two. If you don't think about it, it sounds good, but he's always bluffing anyway and you just can't listen to him. You can psych him back though by just not talking to him. That really bugs him."

I can beat Broc Glover. I know I can outride him...

"Weinert and Glover try to psych each other. At the AMA Awards Banquet they really got into it. Weinert said he was gonna roost Broc and Glover said 'you got to catch me.' Weinert then said he would just knock him down and Glover said he'd be too far in front.

Weinert doesn't have a chance. He's too old and it's harder to ride a 125 than a big bike.

"Last year we had a production motor and it wasn't quite fast enough. I think this year will be different. They may have a watercooled engine since the claiming rule has been dropped, but I don't know if they're really any faster." At the 125cc USGP Harry Everts' Suzuki was watercooled, but Brian Myerscough's was just as fast and at Anaheim the Hondas didn't look very fast at all." The Uni-track is here to stay according to Ward because they are very good.

"Confidence is very important to have in MX," says Ward, "especially on the starts. Some tracks are really scary and you have to really go for it to get a good start. The stadiums are the worst though as it's so important to get a fast start since the first turn is pretty dangerous."

Some riders have difficulty adapting to different bikes although Ward thinks it's no real problem for a 125cc rider. "It's easier for a rider to go from 125 to a big bike than the other way because a 125 is harder to ride. A big bike does more of the work although you do have to have more throttle control. The 125's are more tiring since you have to ride them wide open all the time and you can't afford to make any mistakes."

Jeff has high hopes for his future in MX and plans to continue racing for many years. "I'd like to win the 125cc National Championship and then do it again to prove I deserve it - especially if Glover has a bad year. Then I'd move to the 250cc class and win that twice and maybe win the Open class a couple of times. After that I'd head for Europe. It would be nice to be World Champion. I'd like to ride the GP's although I've heard it's pretty tough over there.

No matter how fast you ride there's always someone right behind you.

Minibike rider extraordinaire, 125cc ace, stadium threat and maybe someday World Champion, Jeff Ward sums up racing when he says, "No matter how fast you ride there's always someone right behind you." •

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